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ENGINEERING DESIGN AND ANALYSIS LABORATORY

UNIVERSITY OF NEW HAMPSHIRE

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AN ENGINEERING DESIGN STUDY OF A HIGH-STABILITY BUOY
FOR THE HYSURCH PROGRAM

Part I

A DESIGN STUDY AND PROTOTYPE EVALUATION PHASE

Technical Report No. 108

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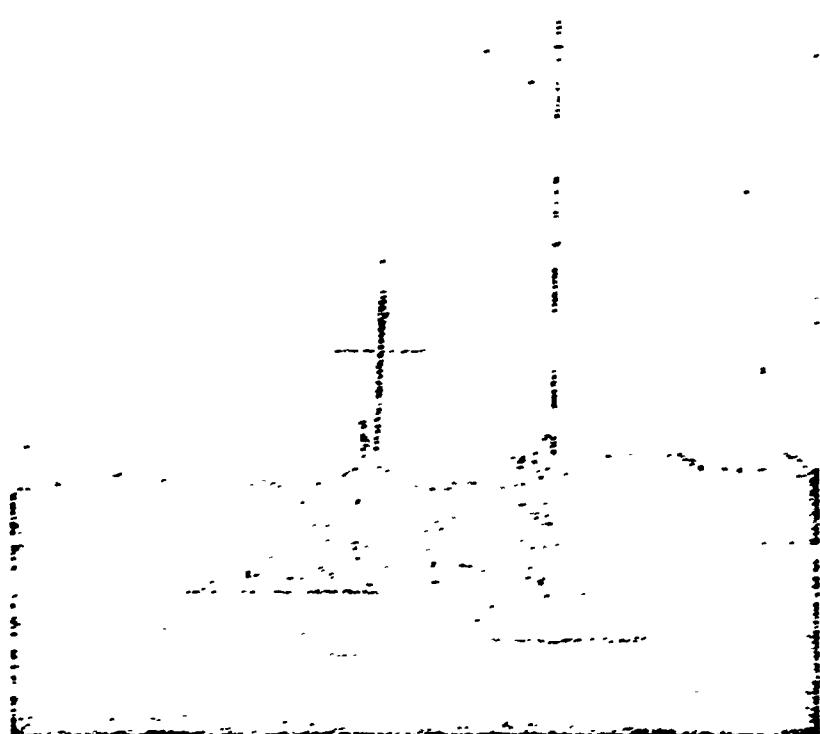
CREDITS

We wish to acknowledge the many contributions to this project by individuals from government and private industry, who have given of their knowledge and experience. Those deserving special mention are:

U. S. Coast Guard, Portsmouth/White Island, New Hampshire
Star Island Corporation, Boston, Massachusetts
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Arden Marine Products, Inc., Long Beach, California
Spar Aerospace Products, Limited, Toronto, Canada
National Waterlift Company, Kalamazoo, Michigan

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The efforts reported herein, in part, served as the basis of research conducted by Mr. Bruce L. Noren, and Mr. Zig Pladars, in partial fulfillment of the requirements for a Master of Science degree.



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Fig. I. The prototype buoy system, shown above, was developed during the research reported herein for the U. S. Naval Oceanographic Office and the Office of Naval Research for the Hysurch Program (a hydrographic survey and charting system). The photo was taken in the Great Bay estuary near Portsmouth, N. H., which provided ocean currents of two knots for parts of the full scale experimental study.

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ABSTRACT

This document reports the results of an analytical design study and a prototype experimental program which investigated the characteristics and performance of a buoy system for the U. S. Naval Oceanographic Office Hysurch Program. The buoy system serves as a reference station for a hyperbolic navigation system for coastal hydrographic survey. The work reported herein consisted of an analytical evaluation of several classes of buoy systems, a detailed design of a prototype system, an experimental program with a full scale prototype buoy system in two oceanic environments, and an evaluation of the operational characteristics of the prototype system.

The prototype evaluation showed that a highly compliant taut-wire moored surface buoy configuration can provide vertical stabilities of less than eight degrees variation and a watch circle of approximately ten percent of depth, in sea conditions of up to Sea State four and with ocean currents up to three quarters of a knot.

I. BACKGROUND AND OBJECTIVES OF THE BUOY DEVELOPMENT STUDY

A. INTRODUCTION

In February 1967 the Experimental Astronomical Laboratory at the Massachusetts Institute of Technology undertook a feasibility study of a new hydrographic survey and charting system for the U. S. Naval Oceanographic Office. The results of that study, published in February 1968 is a system known as Hysurch (Hydrographic survey and charting system).^{1*} One of the central purposes of the Hysurch System is to decrease the time required for the acquisition and processing of data associated with hydrographic survey work. For a detailed description of the Hysurch concept, the reader is referred to Reference 1 which provides a rather complete picture of the Hysurch system.

B. NAVIGATION SYSTEM CHARACTERISTICS OF HYSURCH PROGRAM

One of the key ingredients in the Hysurch system, is the acquisition of depth information by high speed sound boats. These boats traveling at speeds up to thirty-five knots, use acoustical sounding techniques to acquire water depth information over the path traversed by the sound boat. For charting purposes, it is critical to know the position of the sound boat to correlate with the acquired depth information. The Hysurch system proposes that a radio-navigation system of the hyperbolic type^{2,3,4,5} be used. A description of how a hyperbolic

*All superscript numerals indicate references listed in Appendix I.

system works, is given in Reference 1 and is quoted here:

"To set up a hyperbolic navigation grid, a logistics boat deploys a transmit-receive buoy (a slave station) within a mile of shore near an endpoint of the whole survey. A monitor craft nominally twenty miles off shore near the center of the to be surveyed coast length, has a similar transmit-receive station called a master station. The radio waves emanating from the slave interfere destructively with or cancel the radio waves from the master at very nearly fixed points on the earth (as long as the stations are securely anchored).

These points all lie on a hyperbola as shown in Figure II, hence, the name hyperbolic system. The hyperbolas are called lanes. Now suppose a second slave station is deployed by a logistic boat at the other endpoint of the survey, again anchoring within a mile of shore. Seventy miles is a nominal slave-station-pair separation. Slave No. 2 also has a transmit-receive capability, on the same carrier frequency---1.5-2.0 MHz---as both slave No. 1 and the master station. This sets up a second set of hyperbolic lines of waves cancellation. It will be seen from Figure III that the two sets of hyperbolas intersect at various angles making up a radiation net. If, now, a sound boat is traveling across this net, it will locate itself within the net if:

1. It has a radio receiver that can count the hyperbolas the boat is crossing by noting the rise and fall of the received signal. This signal always reflects the degree of cancellation of the waves from the master station and one of the slaves. The signal goes nearly to zero (or to a minimum) as a lane is crossed.

INTERFERENCE OF WAVES:
COMPLETE CANCELLATION:

$$\text{Waves} + \text{Waves} = \text{No Waves}$$

COMPLETE REINFORCEMENT:

$$\text{Waves} + \text{Waves} = \text{Large Amplitude Waves}$$

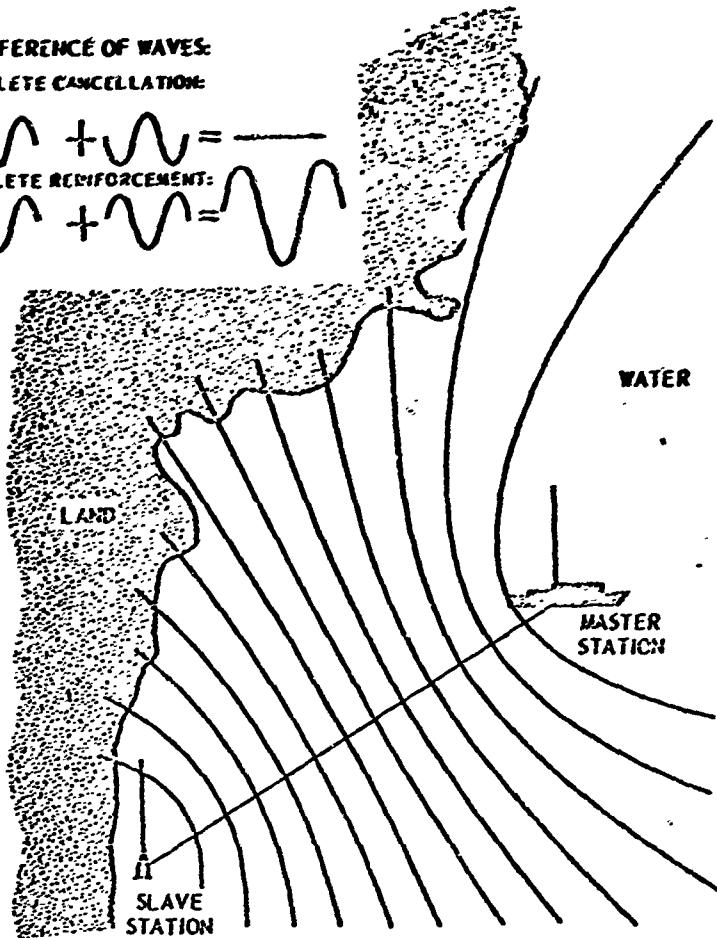


Fig. II Hyperbolic loci created by cancellation of radio waves from one slave station to one master station.

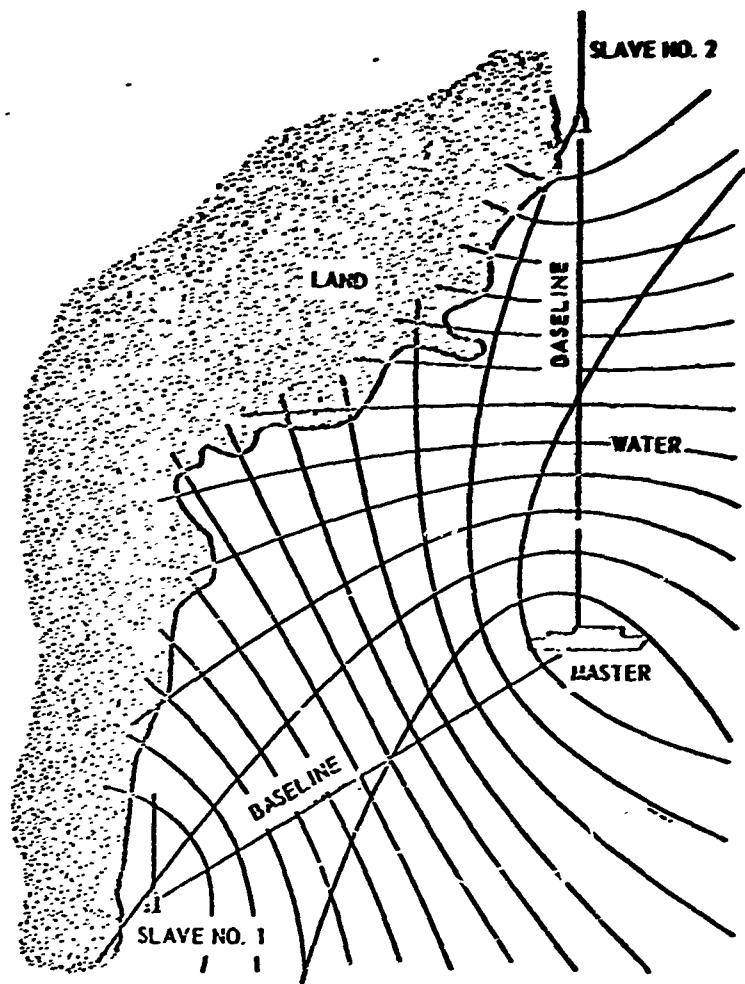


Fig. III Two sets of hyperbolic lines created by the cancellation of waves
(1) from Slave One and the Master and (2) from Slave Two and the Master.

2. which slave is being received, i.e., which hyperbola set is being counted is determined as follows: Each hyperbola set is modulated with a different tone built into the master and slave stations. Thus, the two tones, demodulated at the receiver, are separately used to count hyperbolas or lanes on the two sets of lanes.

3. Finally, the master station aboard the monitor-craft can know where it is all times relative to the slaves, and can keep track of its position, that is, keep stationed about twenty miles off shore, accordingly. It does this by dual ranging on its slaves. See Reference 1, 2, 3, 4, 5, for more details on dual-range systems.

C. GENERAL PURPOSES OF BUOY DESIGN STUDY

The Hysurch System, then, requires buoys as slave stations for the radio navigation system. As one can surmise, the accuracy of location for these buoys is of critical importance to the performance of the Hysurch System. Uncertainty in the slave station position places a similar uncertainty in the location of the sounding boats, hence an error in the position associated with the received depth sounding data. An error analysis, by the M.I.T. group, indicates that buoy location watch circles should be approximately 10 percent of water depth, for shallow coastal waters of up to about two hundred feet.

The purpose of the program of research reported in this document, was to conduct a study of various buoy configurations which might meet the performance requirements, and to do a full scale prototype in situ evaluation of the system or systems most likely to provide the requisite characteristics. This report contains a review of the design study, a discussion of trade offs associated with various buoy and mooring configurations, a description of the experimental program under which the prototype was evaluated, and a review of the operational characteristics of the designed buoy in ocean currents up to two knots and wave conditions equivalent to approximately Sea State 4.

II. BUOY SYSTEM DESIGN AND ANALYSIS

A. BACKGROUND

There is considerable interest in taut-wire moored surface buoys on quasi-static platforms for radio-navigator stations, particularly for hydrographic survey systems.^{1,6} Radio-navigation² systems, working in either the dual-range mode or the hyperbolic mode require radio frequency transponders at two "fixed" slave stations and a master station at a third location. This report is concerned with the design and evaluation of a buoy system within which to mount such a radio-navigation system to serve as a "fixed" slave station. This section of the report will discuss the specification for such a buoy system, the design alternatives, two specific buoy systems, and the components which might be used for an operational system.

B. BUOY SYSTEM SPECIFICATION

Various strategies for survey navigation systems were considered by Blood, et al, in reference 1. Based upon the recommendation, by Blood, et al, that the Hysurch System should employ a hyperbolic navigation chain, error analyses were conducted to determine the navigation requirements for Hysurch. This error analysis, revealed that the 3σ-buoy position errors over a region of about 70 x 40 nautical miles should be kept below 52 feet due to all causes.¹

Both Blood, et al, and the U. N. H. group have investigated the inherent position accuracy capabilities of radio-navigation systems.

Appendix II contains a published survey of electronic positioning systems. The H.I.T. survey¹ and the U. I. H. independent survey strongly suggest that the following navigation system should be considered further for Hysurch application (not ranked):

- a) Hi-Fix, by Decca Survey Systems, Inc.
- b) Raydist UR-S, by Maysings-Raydist, Inc.
- c) Sea-Fix, by Decca Survey Systems, Inc.

Manufacture data and an analysis by Bigelow⁷ generally suggest that the above radio navigators can indicate position with an accuracy of 25 feet or less. Available data does not, however, evaluate these systems under conditions similar to those which will be encountered in Hysurch application. Analysis was conducted of a hyperbolic chain, using the manufacturer's published accuracies of a standard deviation of 0.01 mean lanes. This review suggests that accuracy contours over a 70 x 40 nautical mile grid covered by a hyperbolic lattice are in the worst case 8 meter (26.2 feet). To obtain a specification for a buoy slave station which will have this basic error of 8 meters, let us add a 0.01 lane error for the master station position. A review of Appendix A6.3 of reference 1, indicates that a master station position error of 0.01 lane results in approximately 3 meters (10 feet) error for the worst case. The only remaining errors, will be buoy movements. Starting with an overall position system error specification of 52 feet, of which approximately 26 feet is basic error in the hyperbolic lattice and 10 feet is provided for uncertainties in corrected master station position, one has about 16 feet for buoy position (watch circle) uncertainty. Since the Hysurch system proposes¹

buoy installation water depths of 15 to 150 feet, the buoy position uncertainty of water circle specification should be approximately 10% of the deepest water depths proposed. Using this simplified analysis as a basis, the following specifications for watch circle performance were set:

- 1) Operating Depths - 15 to 150 feet.
- 2) Watch Circle - Approximate 10% of Maximum Depth

An analysis by Quinn (ref. 6) indicates that vertical stability of the buoy of $\pm 20^{\circ}$ will provide the necessary antenna gain for the system to operate within specifications. This analysis, assumed a 30 foot whip antenna, which corroborates the published data by Decca. Based upon these analyses, the vertical stability specification was set at:

- 3) Vertical stability of buoy: ± 20 degrees off vertical for Sea State 4.

The specification set by reference 1 for ocean currents was "each unit will operate reliably in the normal configuration in Sea State 3 condition or with currents of 4 knots in 100 feet of water. With a supplemental anchor, each unit must survive a Sea State 4 condition for one week or currents up to 7 knots in 100 feet of water". Based on the state-of-the-art for buoy systems and based upon discussions with Navoceano personnel, the ocean current specification, during normal operation, was set at a maximum of two knots.

- 4) Ocean Currents: 2 knots (Max) coupled with Sea State 3.

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The vertical stability requirements in a State 3 Sea in effect set specifications for the sea wave conditions under which the buoy system must function. The Hysurch specification¹ of Sea State 3 suggests an $H_{1/3} = 4.6$ feet⁸. However, the Sea State 4 requirement set in specification No. 3 above indicates that the system must be able to perform under conditions of $H_{1/3} \approx 6.9$ feet. There is often difficulty in setting a specification in terms of sea states because of ambiguities in objective interpretation. Therefore, an additional specification beyond the sea state specification of item No. 3 above is included. This specification is based upon data available through the U. S. Naval Oceanographic Office,¹ which shows that seas with 5 foot average waves or less and winds of 17 knots or less are to be expected 80% of the time. These figures are based upon annual averages of combined data from the Vietnam and North Atlantic areas. The system study¹ assumed that hydrograph survey operation could be conducted 5 out of 7 days, or approximately 71% of the time, on the average, which is consistent with the 80% assumed above. Hence, the wave and wind specifications were set at:

- 5) Wave Conditions: $H_{1/3} \leq 5$ feet from any direction
- 6) Wind Conditions: $Vel \leq 17$ knots from any direction

Other operational requirements were indicated by the U. S. Naval Oceanographic Office during the design of the study reported herein:

- 7) Anchoring Topology: Anchors must function in a spectrum of bottom conditions, ranging from marine sediments to rock and coral.
- 8) System Weight: An operational, air-deployable system should weigh no more than 1500 pounds including anchor and all buoy sub-

systems. A ship deployable system should not exceed 2500 pounds. The buoy should be capable of carrying 200 pounds of navigational electronics and components, within the overall operational weights given above.

9) Method and Duration of Deployment:

An operational buoy system should be deployable by helicopter or surface vessel in approximately two (2) hours. Once implanted, the buoy should function for 5 days.

The above specifications serve as a basis for the University of New Hampshire design study, reported herein. These specifications are summarized in Table I.

TABLE I
BUOY SYSTEM DESIGN SPECIFICATIONS*
 Specification for a navigation slave station buoy

| | |
|---|-------------------------------|
| 1. OPERATING WATER DEPTHS | 15 - 150 feet |
| 2. BUOY WATCH CIRCLE** | 10% of Maximum Depth |
| 3. VERTICAL STABILITY OF BUOY | $\pm 20^{\circ}$ off Vertical |
| 4. OCEAN CURRENTS TO BE SUSTAINED | Up to 2 knots |
| 5. WAVE CONDITIONS | $H_{1/3} \leq 5$ feet |
| 6. WIND CONDITIONS | $Vel \leq 17$ knots |
| 7. ANCHORING TOPOLOGY | From mud to rock |
| 8. SYSTEM WEIGHTS | |
| Air Deployable | 1500 lbs (total) |
| Ship Deployable | 2500 lbs (total) |
| Navigational System Payload | 200 lbs |
| 9. METHOD OF DEPLOYMENT | |
| Air Deployable | Highly Desirable |
| Ship Deployable | Acceptable |
| 10. DEPLOYMENT TIMES | |
| Time for Implantation | 2 hrs |
| Survey Duration for which buoy is reg'd | 5 days |

* The above specifications were used as guides to design a prototype navigational buoy system. An operational system will have specifications which are dependent upon the results of this design and evaluation study.

** The watch circle is that circle within which the buoy will most probably be for the wave, wind, and current specifications.

C. CRITICAL VARIABLES IN BUOY ANALYSIS

Assume one has a taut-wire mooring as sketched in Fig. IV(a). The taut-wire can be generally viewed as shown in Fig. V. If we confine our analysis to coastal installations, the water depth might be, say, 200 feet. As will be seen later in this analysis, the taut-wire tensions should be in the range of 2000 lbs, in order to obtain "small" watch circle performance. If we assume a drag on the cable (μ), due to 2.5 knot current, to be 2.4 lb/ft, then we can determine the catenary formed due to current drag alone (that is, we'll neglect the weight catenary effects, since the cables which might be used in a taut-wire mooring have distributed weight loads which are at the most 10% of the distributed current drag effects).

If:

$$\text{Tension at end of cable} = T$$

$$\text{Tension at mid-point of cable} = T_0$$

$$\text{Length of the cable} = L$$

$$\text{The chordal sag} = y$$

$$\text{The angular difference } \theta_2 - \theta_1 = 2\beta$$

and if $T_0 = 2000$ lbs, then using standard catenary analysis, we find that:

$$y = \frac{T_0}{\mu} \left(\cosh \frac{\mu L}{2T_0} - 1 \right); \text{ assuming that}$$

$$\mu = \mu_t$$

$$y = 3.3 \text{ feet}$$

$$T = T_0 \cosh \frac{\mu L}{2T_0}; \text{ neglecting the effect of } \mu_p$$

$$\beta = \cos^{-1} \frac{T_0}{T} = \frac{1}{1.00405}$$

$$\beta \approx 5^\circ$$

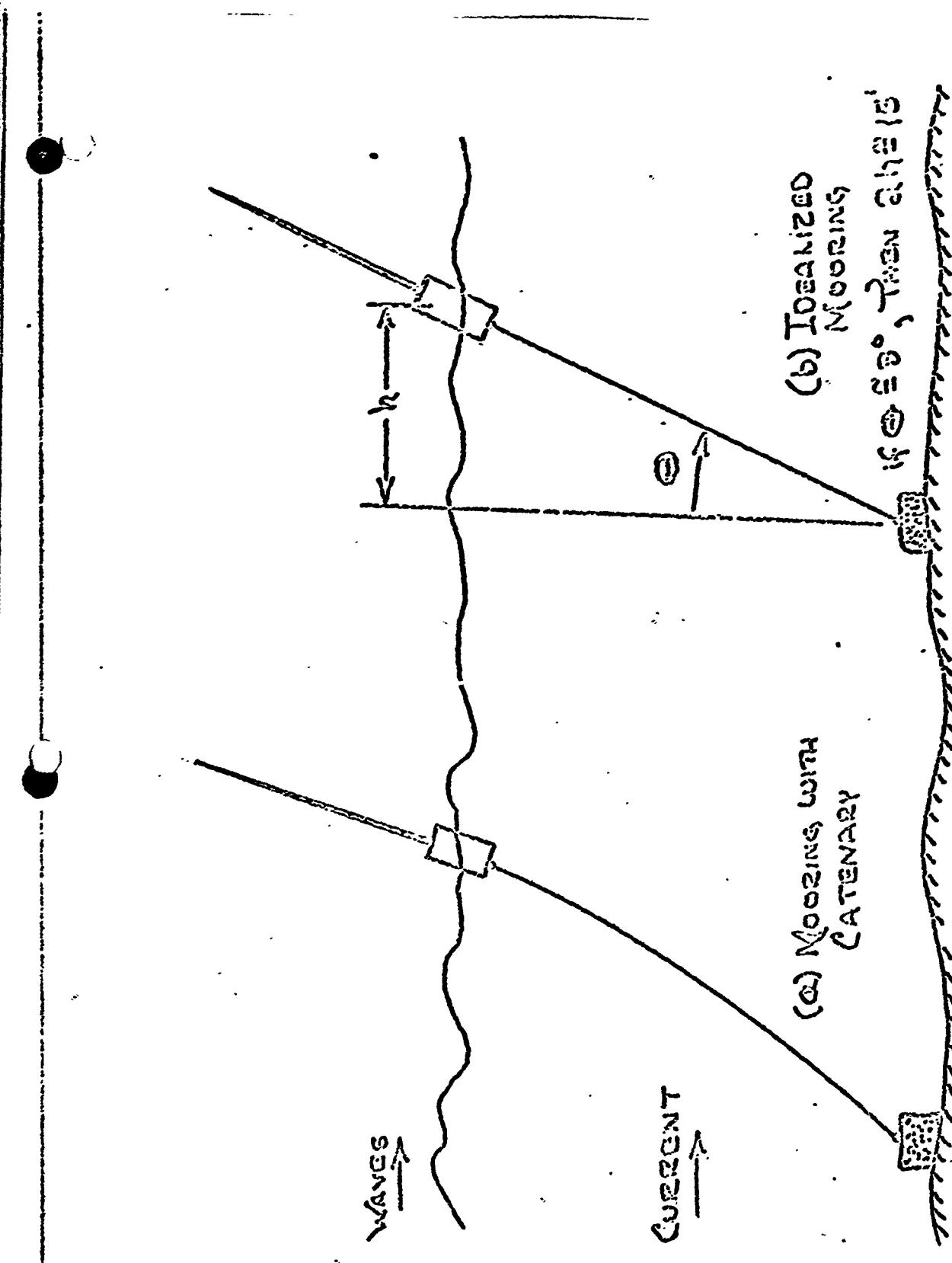


Figure IV
SIMPLIFIED SKETCH OF TAUT-WIRE SURFACE MOORED BUOY

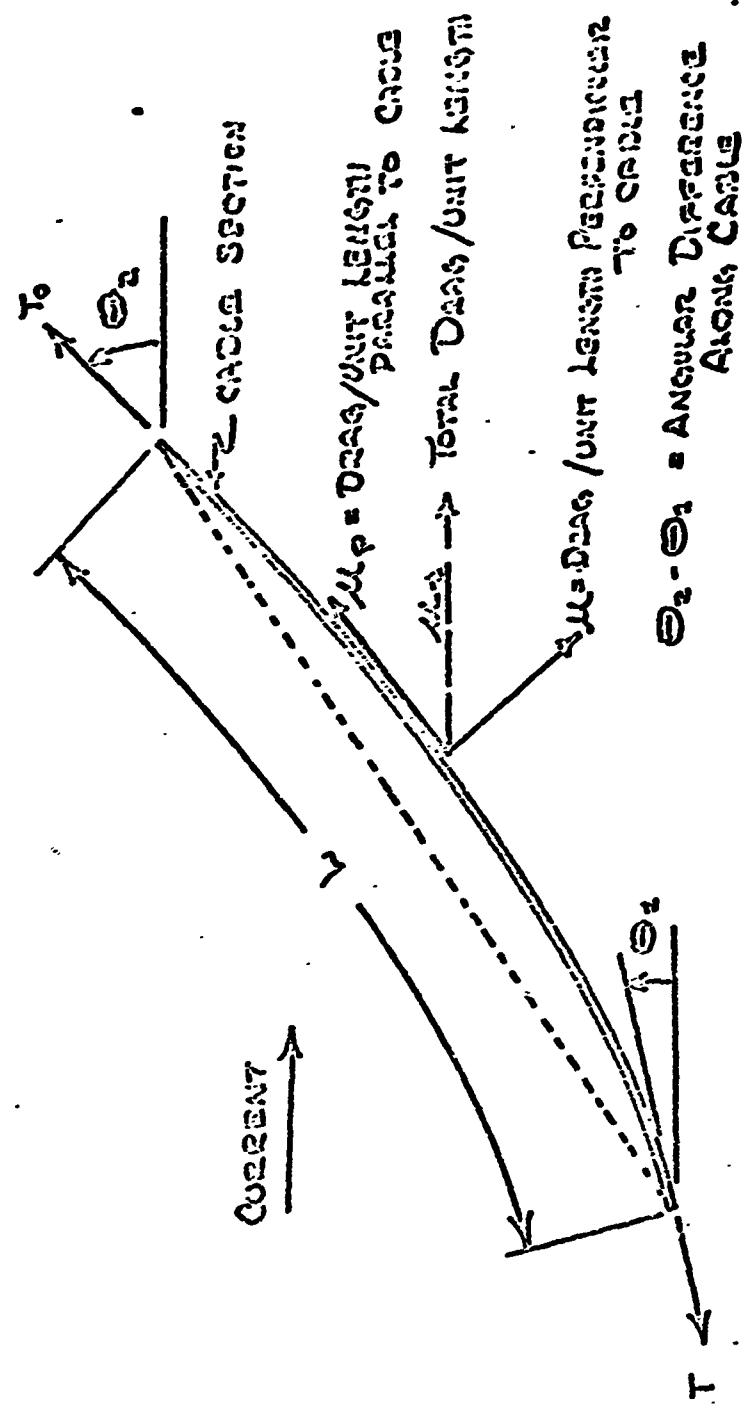


Figure V
SKETCH OF CATENARY WIRE FOR BUOY ANALYSIS

Therefore, $\theta_2 - \theta_1 = 10^0$. Based on this simplified analysis, one can see that the chordal sag is minimal, provided we are dealing with shallow waters ($< 200'$). Therefore, for the critical variables analysis will assume that the cable is straight, that is, no catenary is present.

A simplified free body analysis of a straight taut-wire moored buoy, (noting that the watch circle of 10% of maximum depth specification requires that $\theta \leq 3^0$) reveals that:

$$\tan \theta \approx \frac{\text{TOTAL DRAG FORCES ON BUOY}}{\text{ACTIVE BUOYANCY OF BUOY}}$$

$\tan 3^0 = 0.0524$, which suggests that total drag forces on the buoy should be less than 5% of the active buoyancy of the buoy.

The critical aspect of the buoy design problem then is to keep the total drag force on the buoy small compared to net buoyancy of buoy. Therefore, we seek a favorable drag to displacement ratio, which we will call (λ).

D. DESIGN ALTERNATIVES FOR BUOY SYSTEM

The scope of this report is not such that a detailed analysis can be included. A theoretical analysis of a taut-wire mooring is being prepared in companion report. A summary of the analysis approach is given below:

- 1) A variety of buoy shapes were analyzed in terms of drag to displacement ratio to determine favorable configurations.
- 2) Favorable buoy shapes which are commercially available, or which appeared to be relatively easy to manufacture were analyzed to determine watch circle behavior, pitch and heave characteristics, and other performance variables.

3) Two promising design configurations were analyzed in detail.

As an example of the drag to displacement ratio review, one finds for commercially available buoys the following λ values (these are the most optimistic figures for 2.5 knot currents).

- a) 5' Spherical Buoy $\lambda \approx .047$
- b) 8' Toroidal Buoy $\lambda \approx .022$
- c) 6' Parabolic Buoy $\lambda \approx .014$
- d) 8' Parabolic Buoy $\lambda \approx .0095$

Since λ is a measure of the expected watch circle, a small λ is the most desirable. The above buoys, among several others, were analyzed in detail to obtain performance characteristics. For example, torpedo-shaped buoys, such as the Honeywell Buoy and the plank-on-edge were discarded because their sea-keeping characteristics in waves and surface currents leaves much to be desired.

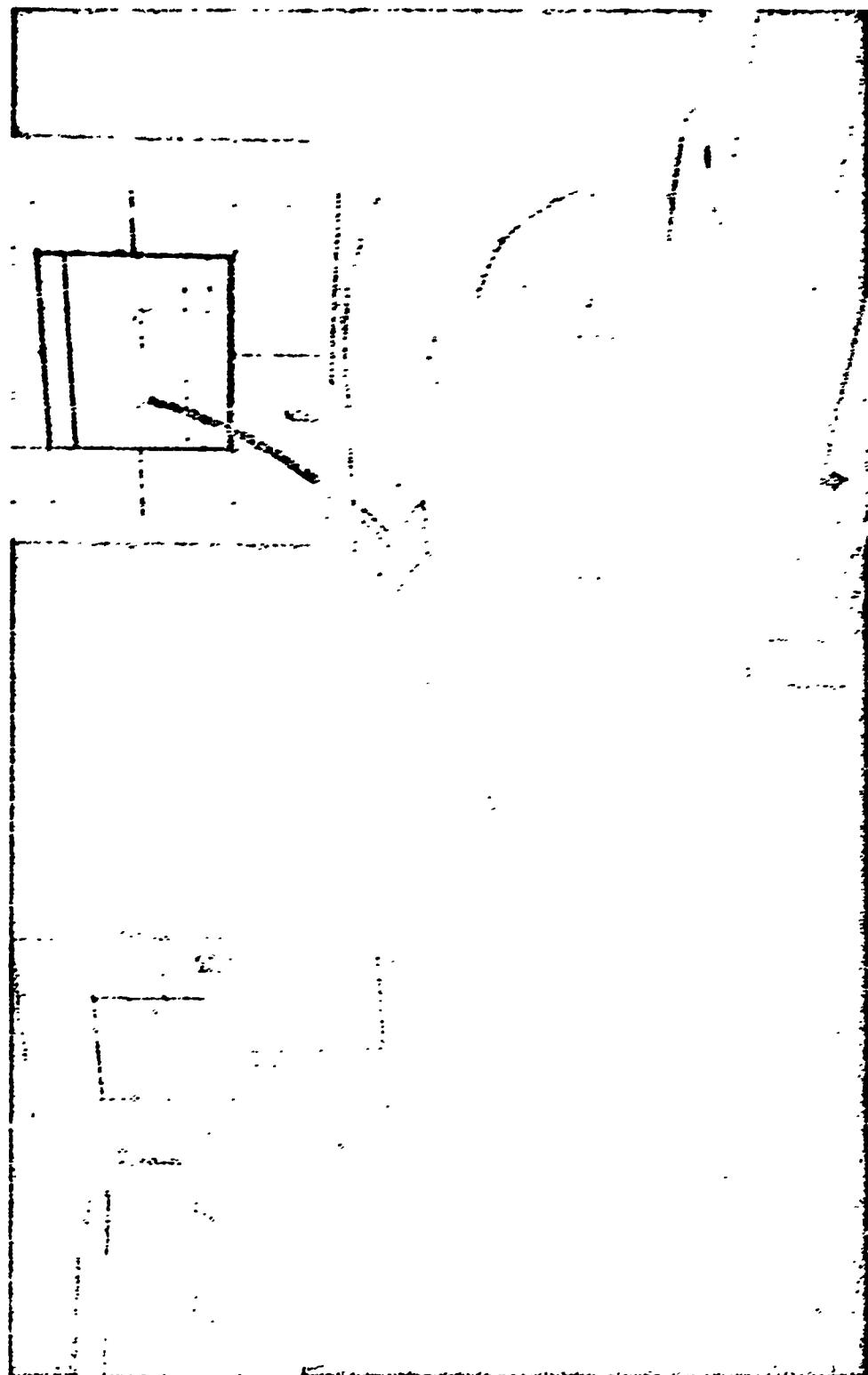
Based on the detailed analysis of expected performance, the 8' Parabolic Buoy was selected for detailed design (a computer analysis of this design will be available in another report to be published in May 1969).

A simplified analysis, used prior to the computer study, revealed that an 8' parabolic buoy in 180' of water, with a 2-knot current and 21-knot wind (sea fully developed) will have a watch circle in the range of 25 feet to 50 feet, with the most probable being 30 feet. An independent analysis by another organization suggests a watch circle of 41 feet. The analysis do not reveal reliable predictions of vertical stability.

The 8' Parabolic Buoy had the "best" expected performance, even though the watch circle projections were out-of-specification. It was

decided that experiments should be conducted to determine the actual performance. The analysis had been highly conservative to account for the lack of detailed hydrodynamic data on the configuration. Therefore, it was felt that the projected 30' watch circle was a conservative estimate. Thus, an engineering prototype evaluation was proposed and accepted by the U. S. Naval Oceanographic Office. Details of that evaluation constitute a major portion of the remainder of this document.

Because of the uncertainty in the performance of the 8' Parabolic Buoy, a second buoy was considered. The Sea-Flyte, as this second buoy became known, is based upon the concept that a hydrodynamic lift in proportion to the ocean current can be generated by an airfoil section. As the ocean current increases, the lift increases, which is precisely what is needed. To obtain the mooring wire tension needed to produce small watch circles, a hydrostatic buoy must use displacement to obtain the "active buoyancy forces." In the high current environment, the necessary taut-wire tensions can be augmented by hydrodynamic lift. This concept was used in a buoy designed and developed in conjunction with Arben Marine Products of Long Beach, California, and is described in Appendix III. A photograph of the wing section, prior to final assembly is shown in Figure VI.



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E. DESIGN OF BUOY SYSTEM

The buoy system, shown in Figure VII, consists of seven major component sections.

- 1) Surface Buoy
- 2) Antenna
- 3) Mooring Bridle
- 4) Compliant Taut-wire Mooring
- 5) Anchor
- 6) Sea-Fix System
- 7) Instrumentation and Power Supplies

SURFACE BUOY

The analysis of possible surface buoy configurations suggested that a horizontal attitude PARA-BUOY* would come closest to meeting the specifications. A standard eight-foot (8') buoy, model 8-200 was selected. (Manufacturer's catalog information is shown in Figure VIII) To accommodate the radio-navigation transceiver, instrumentation, and power supplies, four (4) 12" Dia. x 32" Deep instrument compartments were designed into the buoy (The orientation and location of these compartments is shown in Figure VIII.) The four compartments contained:

- Compartment 1 - Sea-Fix Slave Station
- Compartment 2 - 3 Lead-Acid Batteries (24VDC Supply)
- Compartment 3 - Engineering Evaluation Instrumentation
- Compartment 4 - 3 Lead-Acid Batteries (24VDC Supply)

*A product of Prodeline, Inc., Hightstown, New Jersey.

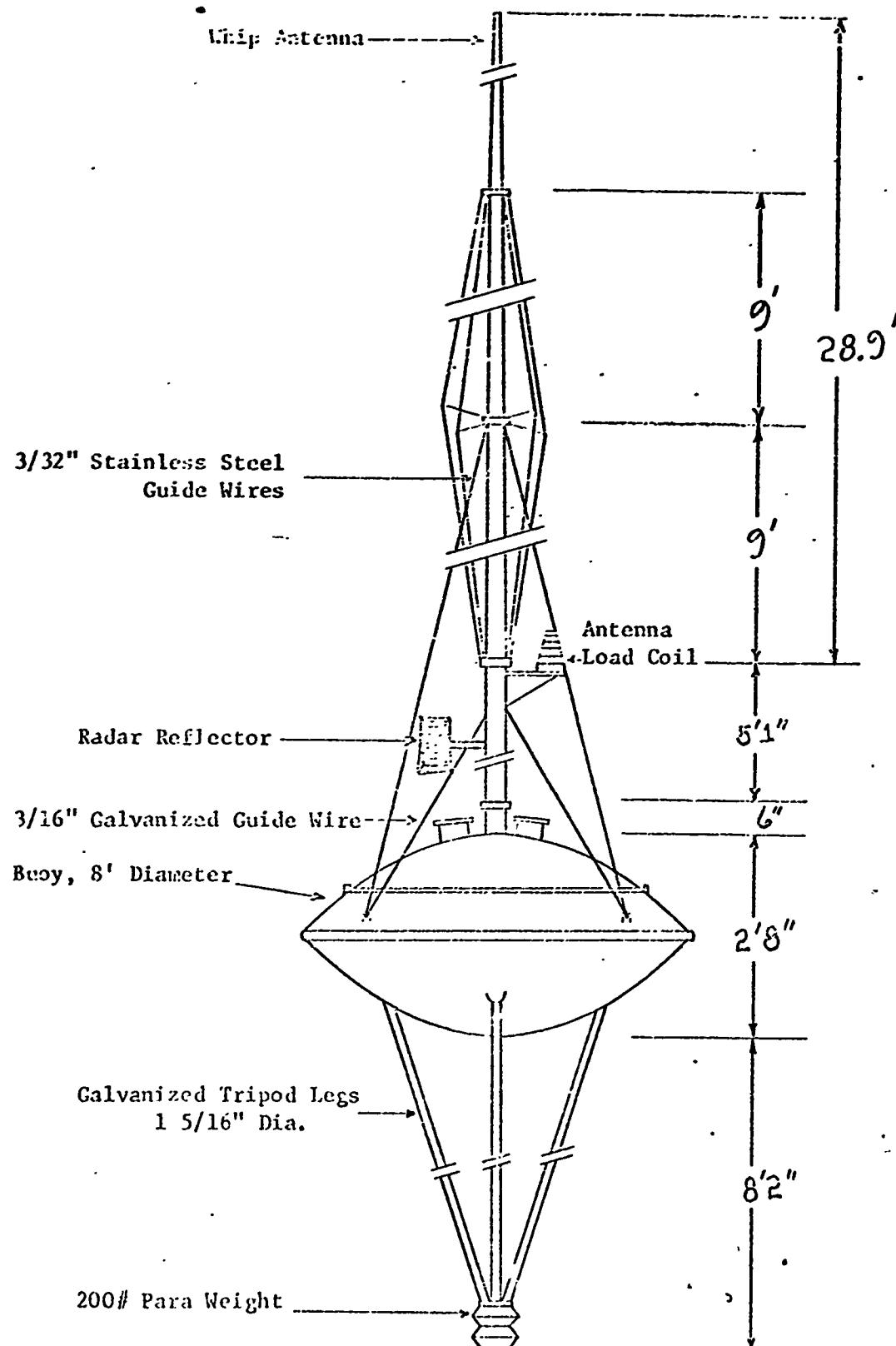


Figure VII
Layout Details of Parabolic Sea-Fix Buoy

SPECIFICATIONS ORDERING INFORMATION

| Cat. No. | Dia. Ft. | Average Net Weight (Lbs.) | Average Buoyancy Net (Lbs.) | Instrument Compartment Qty. | Instrument Compartment Size | | Standard Mooring Pickup |
|----------|-------------|------------------------------------|--------------------------------------|-----------------------------------|-----------------------------------|------|-------------------------------|
| | | | | | Dia. | Lgh. | |
| 2-200 | 2 | 15 | 80 | 0 | 0 | 0 | Single eye in mooring post |
| 4-200 | 4 | 120 | 500 | 0 to 2 | 8" | 19" | Single eye in mooring post |
| 6-200 | 6 | 370 | 2,000 | 0 to 4 | 10" | 36" | Tri-pod bridge |
| 8-200 | 8 | 580 | 3,200 | 0 to 4 | 12" | 32" | Tri-pod bridge |
| 10-200 | 10 | 600 | 10,000 | 0 to 4 | 12" | 36" | Tri-pod bridge |

NOTE: When ordering specify —

1. Cat. No.
2. Number of instrument compartments
3. Ballasting required if any (At extra charge)
4. Type of mast required (See page 12)
5. Payload including weight of mooring line in CH₂O
6. Mooring depth
7. Operational and survival sea states

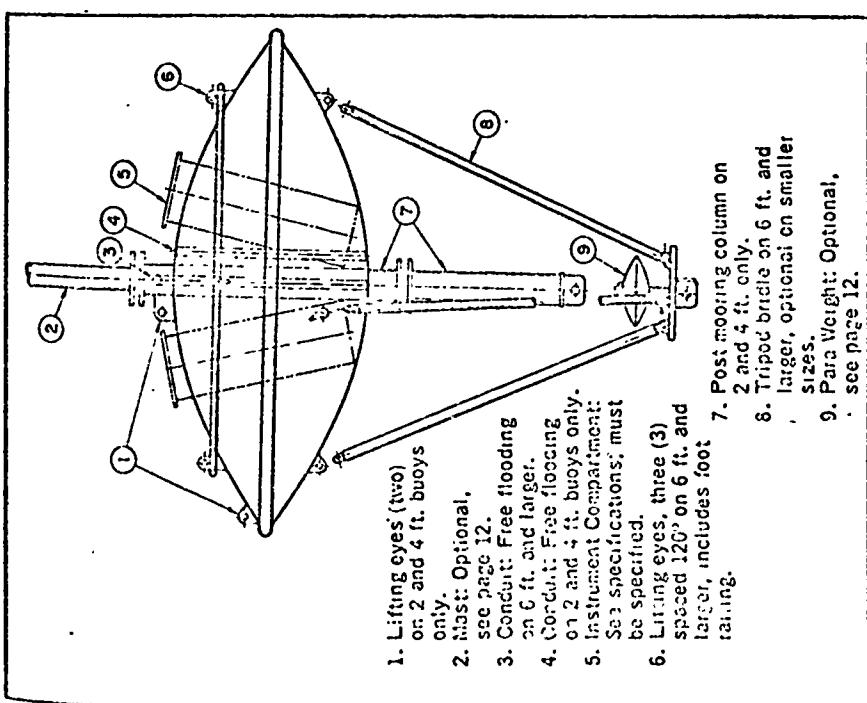


Figure VIII
Para-Buoy Data Supplied by Manufacturer

HIGHTSTOWN, NEW JERSEY
SAN CARLOS, CALIFORNIA



The buoy is constructed of aluminum, with spun parabolic heads. The welded buoy is polyurethane foam-filled to assure buoyancy. The aluminum is treated for corrosion resistance and painted with epoxy paint.

ANTENNA

The Hysurch System requires rapidly deployable slave buoys. A 30' rigid antenna presents some obvious handling difficulties. Based upon considerable study, it is recommended that an operational buoy be designed with a STEM* Antenna. Stem antennas are collapsible antennas which can be stored on a drum, much like a clock spring. Upon unreeling the spring, the strip of spring-metal overlaps itself forming a high strength tubular antenna (Detailed information on Stem Antennas is provided in Appendix IV).

The major objective of the study reported herein, was to determine the feasibility of using a buoy as a navigation slave station, and since the stem antennas are relatively costly, it was decided that a solid whip antenna of conventional design would be used for these engineering studies. The stem antennas are recommended for an operational system; however, additional analysis and experiment on stems should be undertaken prior to the final design of a buoy. The dynamic response of a stem antenna, of the lengths contemplated for the Hysurch buoys, remains an unanswered question, in our opinion. (Appendix IV does include the results of some sea tests on stem antennas for the Gemini spacecraft in State 4 Seas.)

* An antenna product of Spar Aerospace Products Limited, Toronto, Ontario (A division of de Havilland Aircraft of Canada).

For this study, a Columbia* Model 222 was modified to produce a 30 foot (effective r.f. length) antenna. This fiberglass antenna was mounted on a five-foot (5') aluminum stand-off, which placed the top of the antenna approximately 36' above the ocean surface. The upper 11' of the antenna was not given additional support; however, considerable effort was made to stabilize the lower parts of the antenna. Four diamond spreaders (See Figure VII) were placed in quadrature between the antenna base and a point 18' above the base which is above a known node on the antenna. These spreaders tended to stabilize the antenna from natural frequency oscillations. The antenna was bolted to the five-foot stand-off, which in turn was bolted to the surface buoy mounting flange.

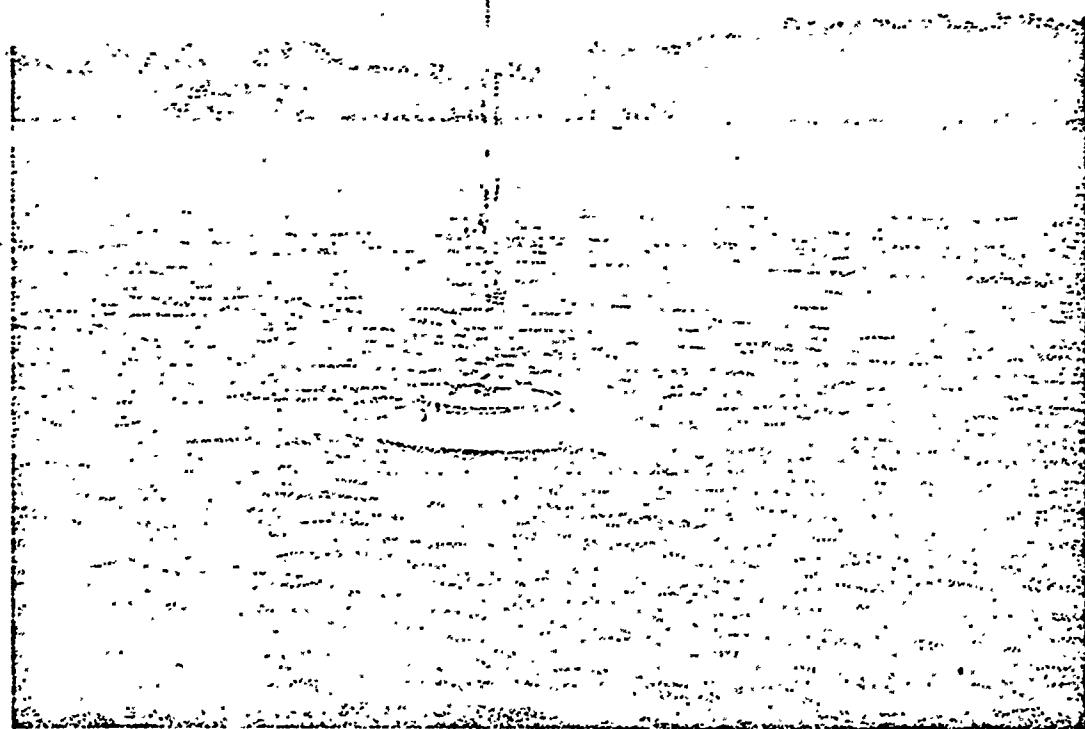
The mid-point of the diamond spreader stabilizers (9' from antenna base) was supported by three guy wires to the surface buoy (Guy wires were, in general, 3/32" stainless stranded wire, terminated with r.f. insulators and "nicopress" fittings). In addition, the five-foot antenna stand-off was supported by 3 - 3/16" guy wires to the surface buoy.

The antenna stand-off also supported the oceanographic buoy warning light, the radar reflector, and the Sea-Fix antenna loading coil.

MOORING BRIDLE

The buoy was designed to operate with a tripod mooring bridle, approximately 8'2" in height. The bridle (See Figures VIII & X) is essential to the operation of the buoy, since it provides the neces-

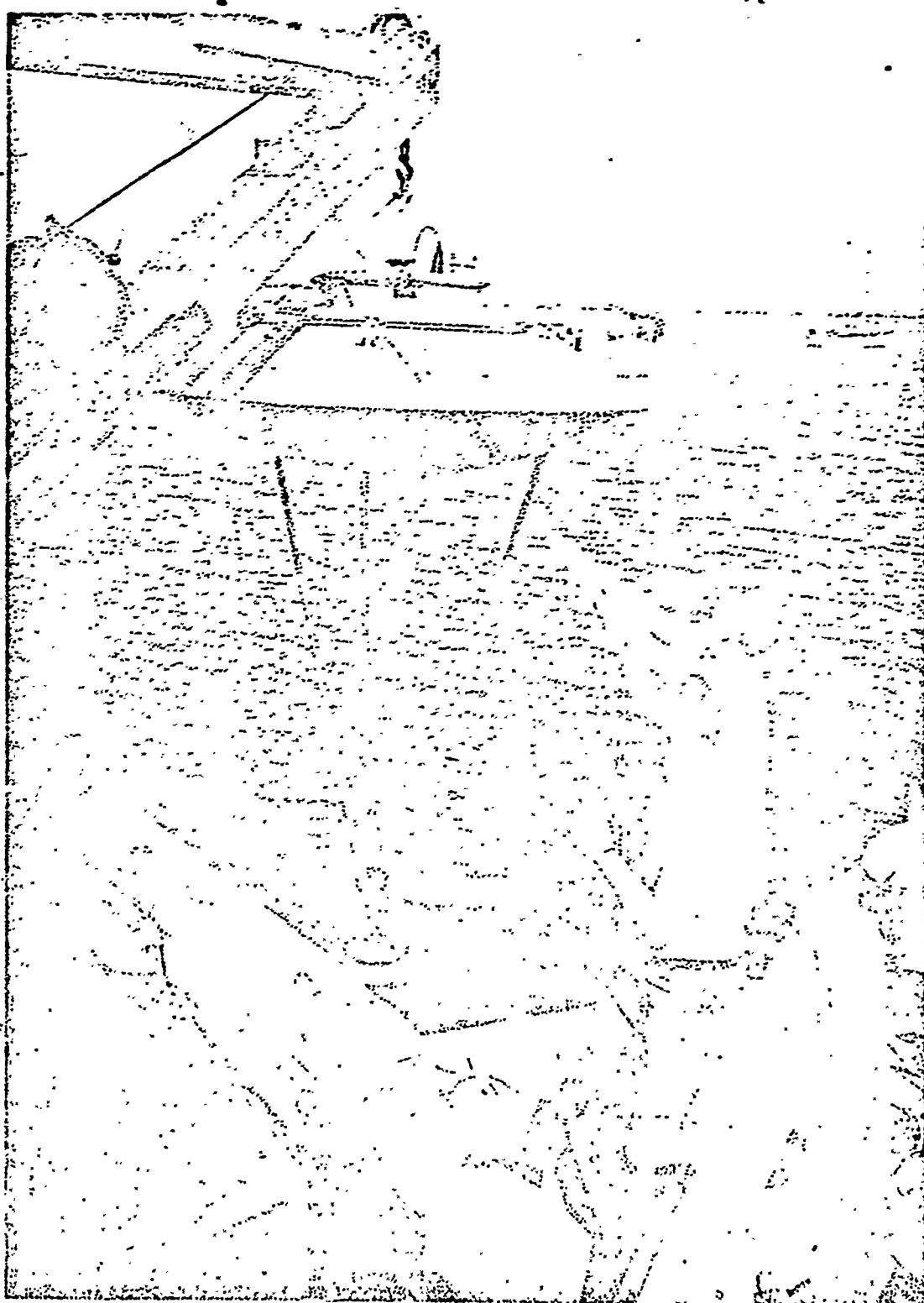
* Manufactured by Columbia Products, Inc., Columbia, South Carolina.



NOT REPRODUCIBLE

Figure IX

Surface View of Parabolic Sea-Fix Buoy



NOT REPRODUCIBLE

Figure X
Parabolic Sea-Fix Buoy Mooring Bridle

sary righting moments for the specified vertical stability. The 1 5/16" galvanized tripod legs are belted to the surface buoy at one end and to an apex yoke at the other. The yoke provides the mooring point as well as a mounting point for the dynamic stabilizing weights (shown in Figure VII as "Para-Weight"). These weights have the effect of substantially increasing the pitch/roll moment of inertia, which is required for dynamic stability.

MOORING

The taut-wire mooring was one of the critical components in the design. Because of the wide range of expected water depths and tidal conditions, the mooring must be capable of accommodating length changes. The study of moorings was focused on methods of overcoming tidal variations while still maintaining mooring tension and essentially a constant buoy water-line. As a part of a research program associated with the Sea-Spider effort of the Office of Naval Research, the U. N. H. design group had been studying techniques to develop quasi-constant tension taut-wire moorings. The first major application of the quasi-constant tension taut-wire mooring was developed for Sea-Spider I. The basic principle in these moorings is to use a spring-like material with high compliance compared to the deflections anticipated in a design. This fact can be easily seen from the basic linearized relationship for a spring-like material:

$$\text{Force } (F) = \frac{\text{displacement } (x)}{\text{compliance } (1/k)}$$

Therefore:

$$\frac{df}{F} = \frac{dx}{x}$$

which indicates that the % change in displacement results in an equal change in force. Therefore, the length of the spring-like material under load must be large compared to tidal variations (say 10 feet), or the material must be highly compliant (note: a constant force spring is infinitely compliant).

There are numerous ways of obtaining this compliance. In an operational buoy system, one can imagine a constant tension winch on the mooring cable, which would serve both for storing of the mooring cables as well as providing the constant tension.

For the prototype evaluation, a relatively simple approach was used. The mooring used four (4) one-inch(1") diameter solid RATSYN rubber rods, configured as shown in Figures XI & XII. For the load levels used, (approximately 2000 lbs.) this rubber produces approximately 2.0 lb. per percent elongation per rubber rod, which for this mooring resulted in a force change of 50 lb/ft of water depth change. For example, a 10-foot tide, would change the mooring tension by 500 lbs. This tidal effect results in the buoy-water-line change of 2 inches, which is negligible.

The rubber links were secured to the anchor with self-aligning mounting yokes and shackles. A standard underwater swivel was used to eliminate torsional rotation problems. All shackles were of the seizable type.

ANCHORING

An operational slave-buoy system, which has a total weight of 1500 to 2500 lbs., presents a difficult anchoring problem. It is clear from the figures below that the buoy system exclusive of an anchor can be built within these specifications:

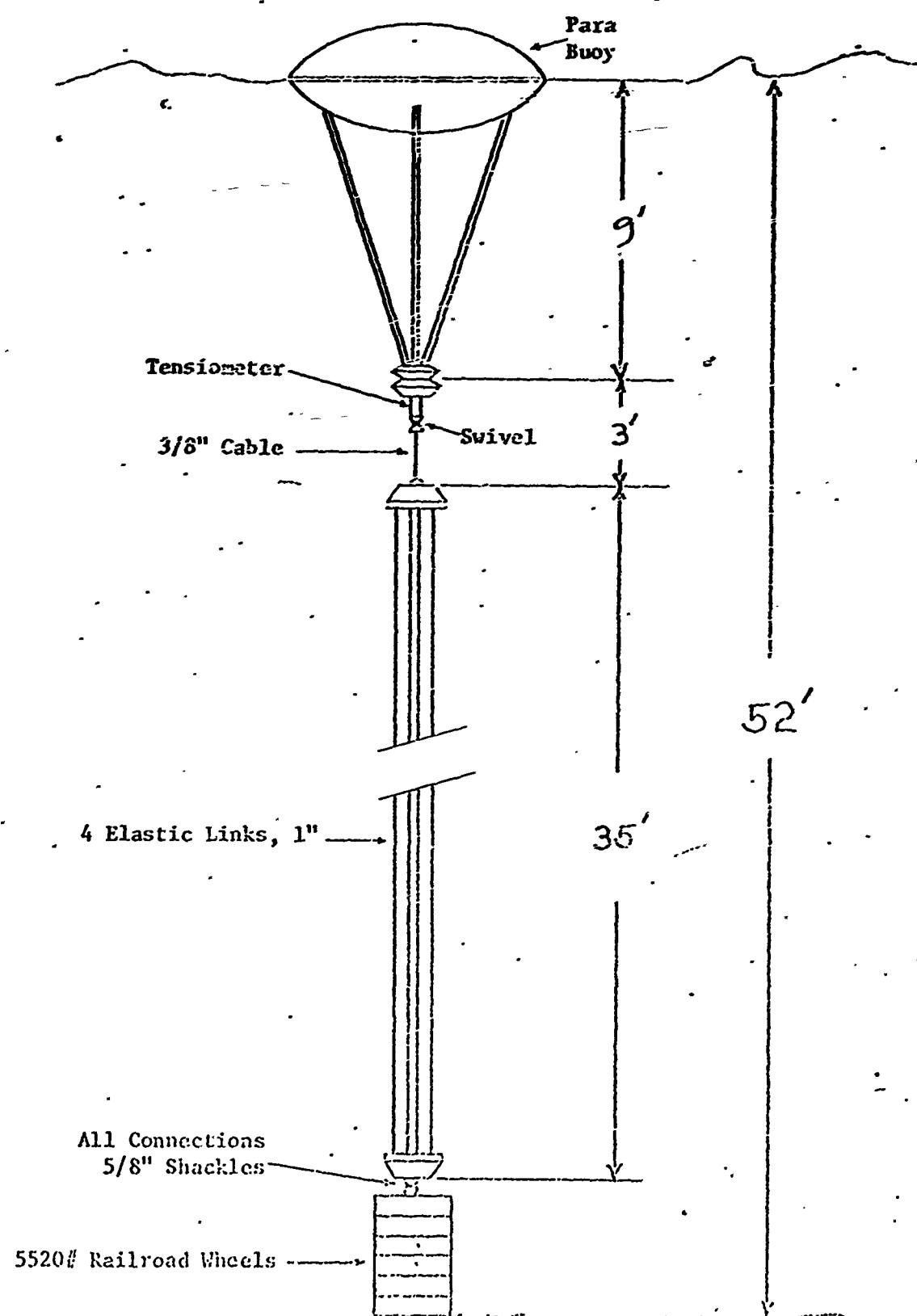


Figure XI
Mooring Details for Shallow Water (52') Installation

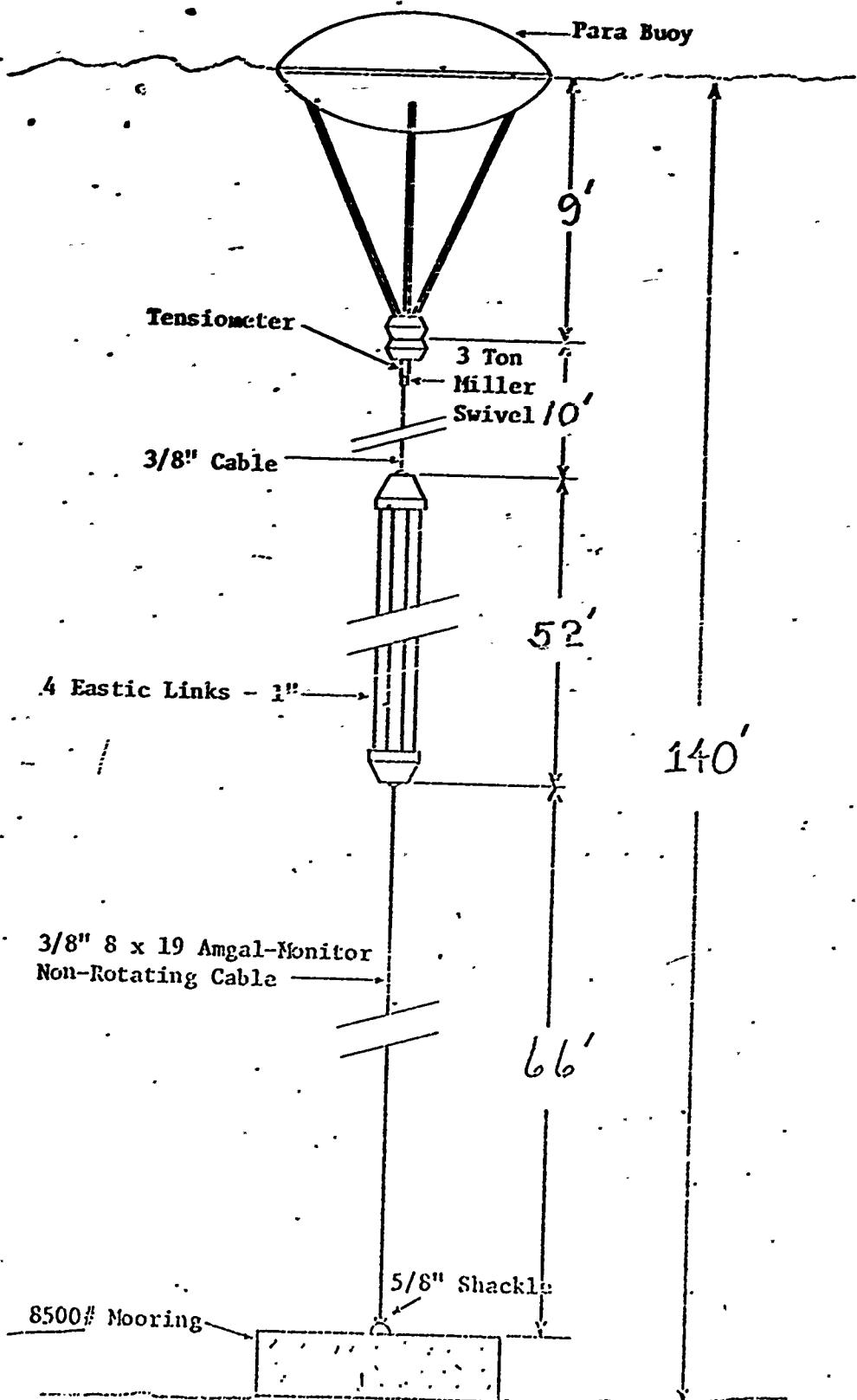


Figure XII
Mooring Details for Deepwater (140'), Installation

| | |
|---|-----------|
| • Antenna Section | - 140 lb. |
| • Buoy (with Sea-Fix, Instr., and 3.4 Kt-hrs. of 24VDC Power) | - 720 lb. |
| • Bridle and Mooring Cables - 300 lb. | |
| | 1160 lb. |

However, it is also clear that a dead-weight anchor can not exceed a few hundred pounds. Since mooring tensions must be approximately 2000 lb., some other anchor technique for an operational system must be found.

For obvious reasons, embedment anchors were studied. This study revealed that the "Seastable", developed by the National Waterlift Company holds the greatest promise for the Hysurch application. These anchors have been evaluated extensively by the Naval Civil Engineering Laboratory, who can supply detailed reports. Appendix V contains a summary of data on these anchors, and a list of anchor applications.

To evaluate the buoy performance characteristics, a light-weight anchor is not necessary; hence, the anchors used in this study were similar to the Sea-Spider anchor design, reported in Reference 8,

SEA-FIX

A study conducted jointly by NAVOCEANO, M.I.T., and U.N.H. personnel, revealed that the Sea-Fix radio-navigation system was the most promising candidate for Hysurch applications. The details of that study are beyond the scope of this report. However, the key factors in the decision to use a Sea-Fix system were slave station size and weight, and the average power requirements. A description of the system, a proposed diesel-generator power supply, and general

operating characteristics are given in Appendix VI (The buoy described in that appendix is not recommended by the authors, but it is included in the appendix since the material was prepared by the Sea-Fix manufacturer.)

INSTRUMENTS AND POWER SUPPLY

The engineering evaluation instrumentation is described in the next section. The power supply was a set of 6 standard 12VDC marine lead-acid batteries. These batteries were fully charged, degassed, and sealed prior to installation.

III. EXPERIMENTAL PROGRAM

An experimental program was undertaken to investigate the performance of a prototype system consisting of a radio navigation slave station mounted on a taut-wire moored surface buoy. The use of a quasi-stable buoy as the platform for the reference station of a navigation system poses problems not encountered with land installations. First, the buoy location is not fixed; there is a region of probable location, determined by the buoy dynamics and the local weather. Second, the buoy does not retain a vertical orientation, hence the transmitting/receiving whip antenna is not always vertical, which can create a reduction in transmitted power and which can significantly alter the antenna radiation pattern. Third, experience has shown that antenna-to-ground plane interaction is critical at the frequencies commonly used for this application. The warped ocean surface makes it difficult to "tune" the antenna to the radio transmitter for maximum radiated power.

The program consisted of two series of tests: one with the system exposed to high currents, but relatively light wind and wave disturbance and the second with moderate to heavy wind and wave conditions, but relatively low currents. Division of the tests was dictated in part by physical characteristics of conveniently located water test areas and in part by the desire to identify the separate effects of wind-wave and current inputs to the buoy system.

Three primary methods of data collection were employed. Two Wild T-2 theodolites operated from shore-based observation stations were used for direct monitoring (see Figure XIII). Two Giannini Scientific data cameras, mounted near the theodolite stations, provided data for higher

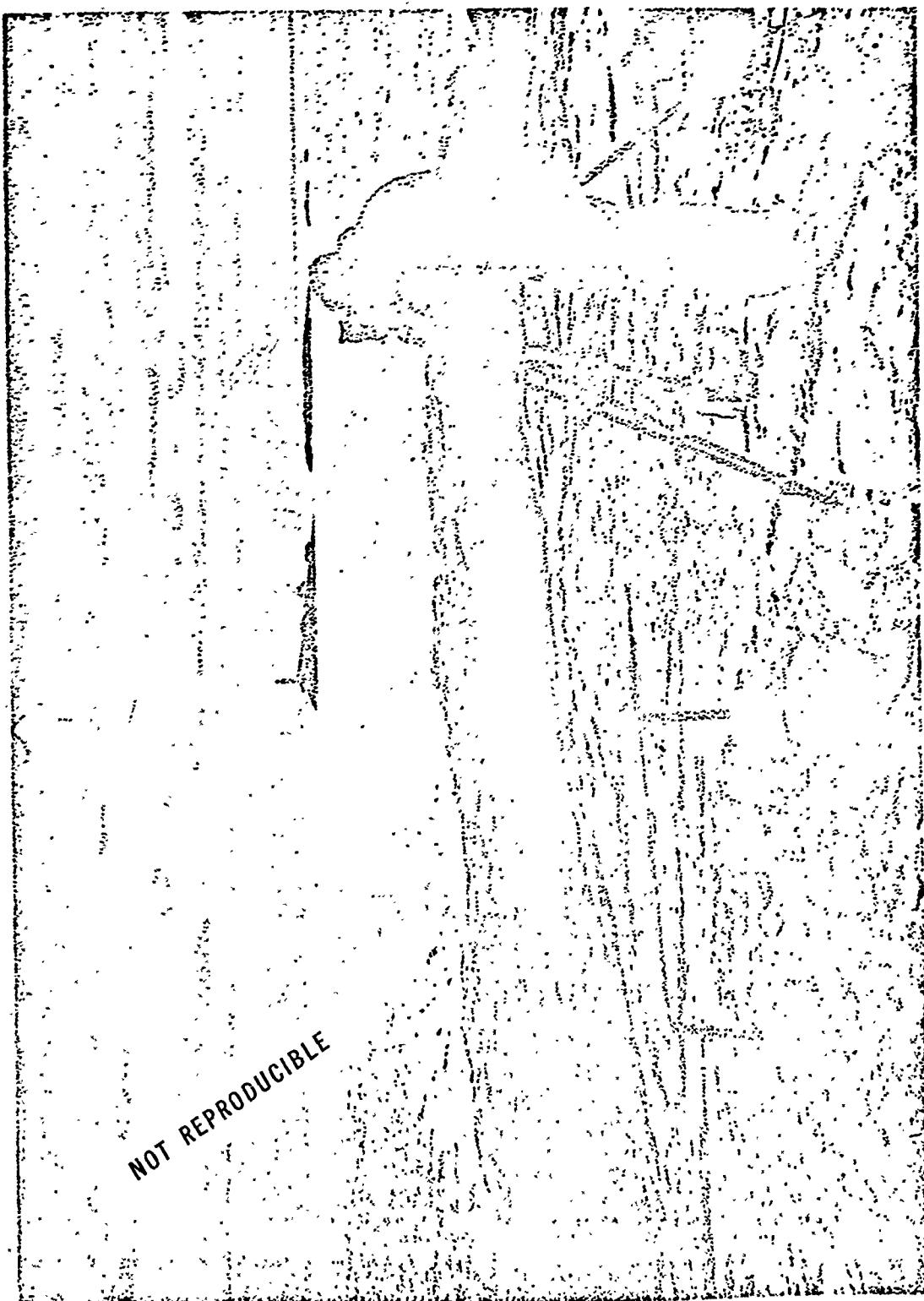


Figure XIII

Theodolite Station, Star Island

frequency motions of the buoy. On-board instrumentation was installed to obtain records of the buoy dynamic behavior.

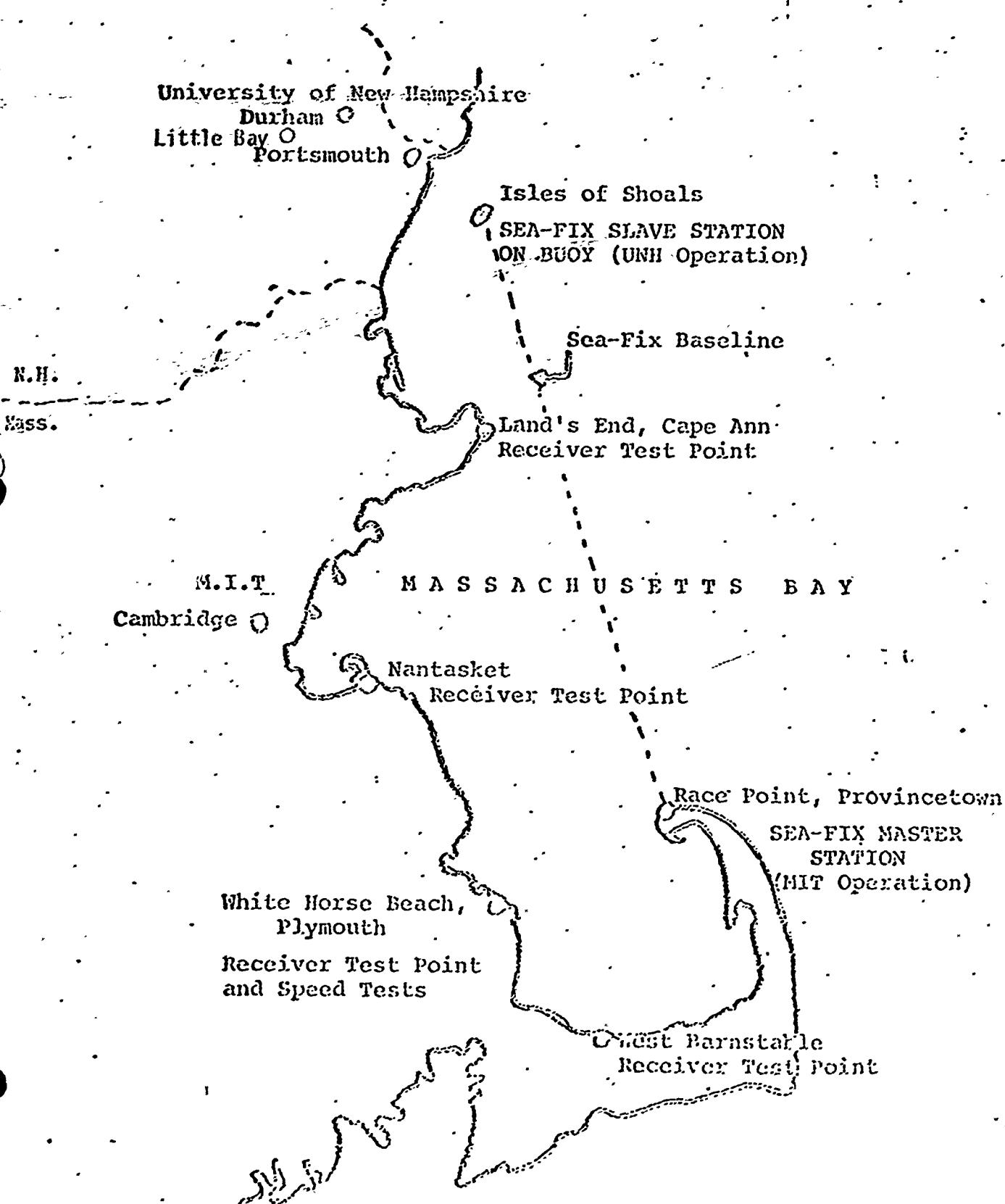
Concurrent with the buoy dynamic testing, a program was conducted by personnel of the Experimental Astronomy Laboratory at the Massachusetts Institute of Technology to obtain operating performance data for the Decca Sea Fix radio navigation system. During test periods, transmission was maintained between the buoy slave station and the master station at Race Point Coast Guard Station near Provincetown (see Figure XIV), Cape Cod, Massachusetts, and the mobile slave station installed in a station wagon (shown in Ref. 6) and operated over the northern shore of Cape Cod from Provincetown to Cape Ann.

A. On-Board Instrumentation

The following instruments were installed in the test buoy (see Figure XV): a two-axis vertical gyroscope to monitor quadrature tilt components (pitch and roll), an accelerometer to monitor vertical acceleration, and a strain gage tensiometer to monitor mooring cable tension.

A Summers model K7 vertical gyroscope was secured to a platform on the instrument package which was installed in one of the buoy compartments. The gyroscope was aligned with the buoy vertical axis so that departure from vertical could be determined by the readout of the two quadrature pick-off signals. Bias voltages allowed the net output signals to indicate mid-scale deflection on a two channel Rustrak recorder for zero angle of tilt in both axes. Gyroscope circuit connections and calibration curves are shown in Figure XVI.

Figure XIV
Map of Test Area
Hyperbolic Navigation System Tests



NOT REPRODUCIBLE



Figure XVI

Installing Bucy Instrumentation

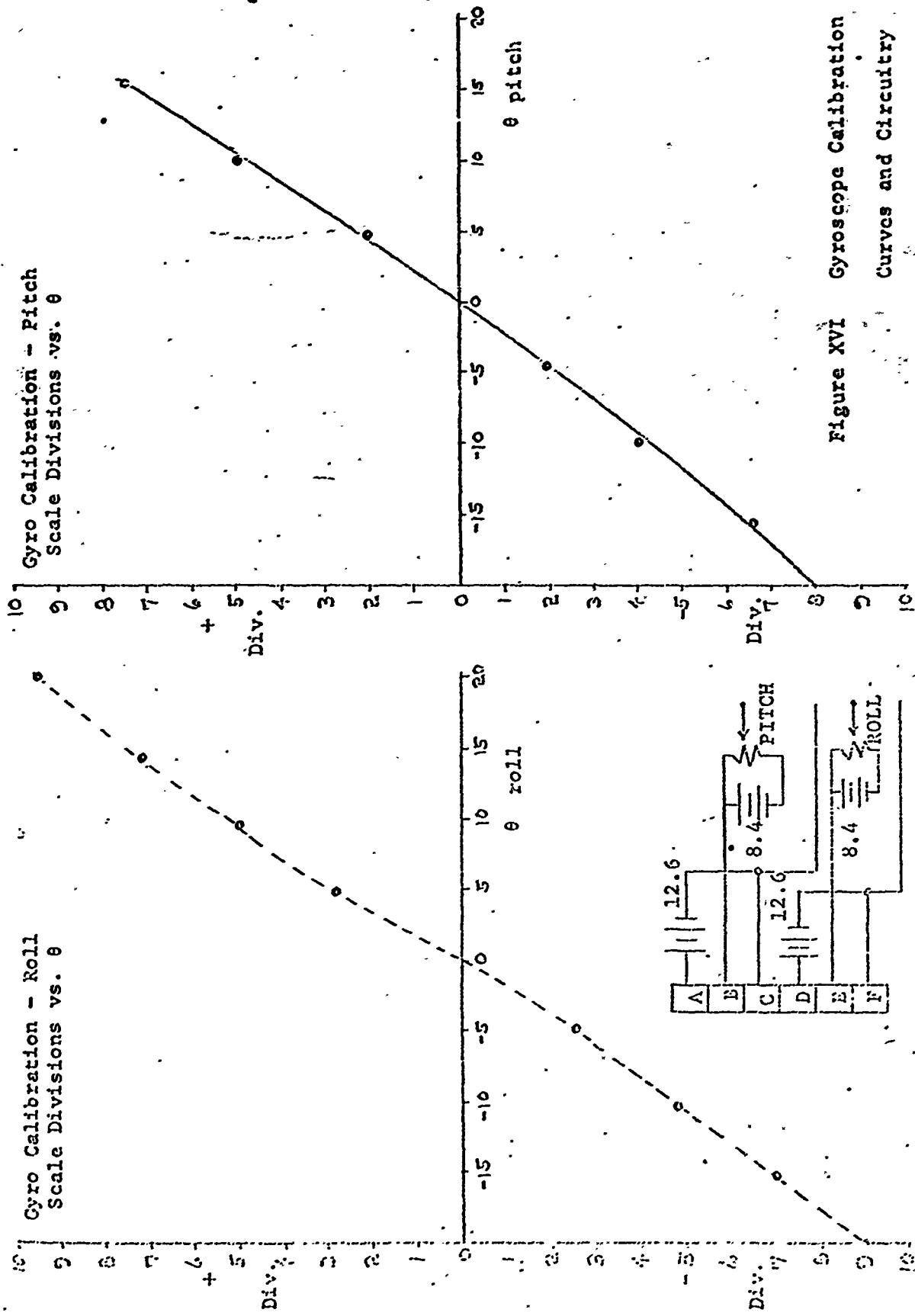


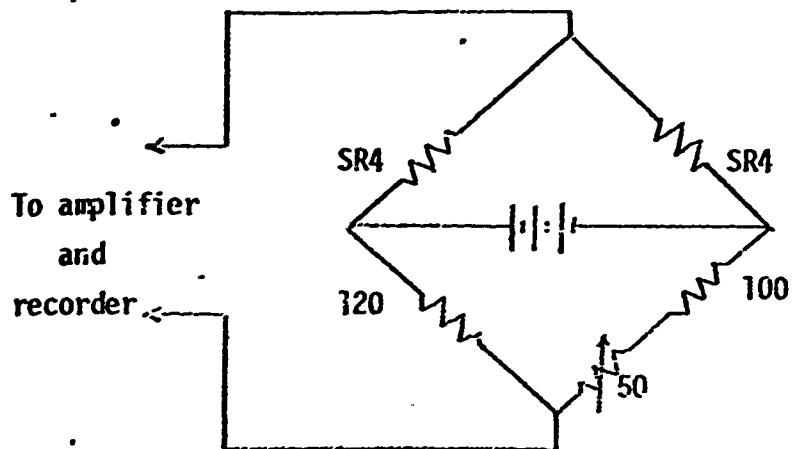
Figure XVI Gyroscope Calibration
Curves and Circuity

A Kistler model 350A servo accelerometer was used for vertical acceleration measurements. This unit has a maximum range of ± 50 g but circuits were provided to adjust the operating range to ± 2 g which was judged to be reasonable for predicted accelerations due to heaving of the buoy. This value was based on estimates of wave amplitudes and periods for sea states to be encountered during the tests. The accelerometer was centrally located in the mast of the buoy which was sealed to prevent water damage to the unit. Accelerometer output was fed to one channel of a second Rustrak on-board recorder which indicated a nearly linear ± 10 division full scale deflection for ± 2 g output.

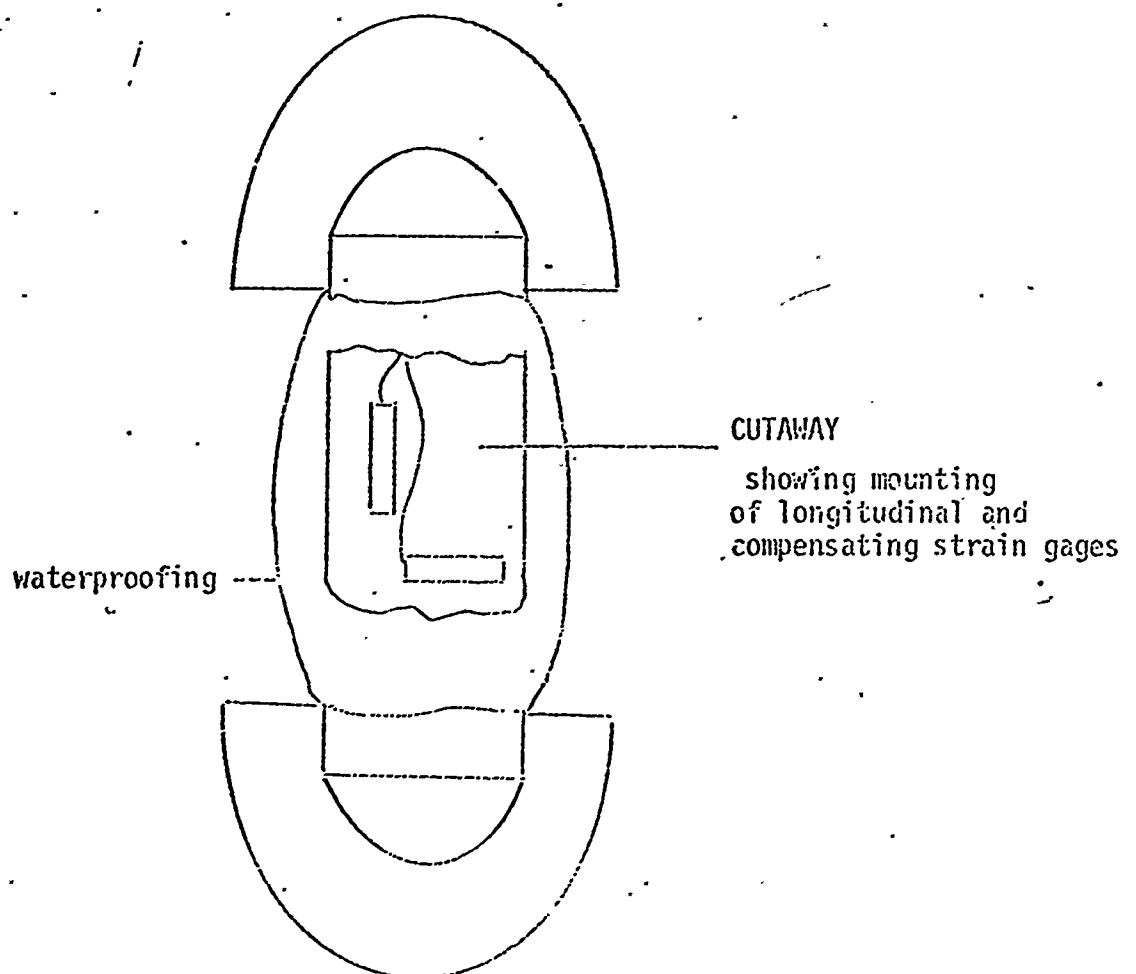
Mooring cable tension was monitored on the second channel of the second Rustrak recorder by means of a compensated SR4 strain gage bridge. The gage elements were mounted on a special link in the mooring line and were taped and sealed for protection and waterproofing.

Figure XVII shows the Tensiometer Bridge circuit and mounting. Figure XVIII is a schematic diagram of the accelerometer and tensiometer circuitry, including battery power sources and isolation operational amplifiers.

Two waterproof switches were provided external to the instrument compartment to control power to the Sea Fix transmitter and to the instrument package. Since the buoy compartment covers were fastened with 24 bolts, opening a compartment was a major task. The external switches enabled an operator to merely reach over to the buoy from a small boat and control power to the radio transmitter or to the instruments and recorders. A small panel meter to check the charge condition of the Sea Fix storage battery supply was also installed in the instrument



TENSIO METER BRIDGE CIRCUIT



40. Figure XVII Tensiometer bridge Circuit and
Strain Gage Mounting

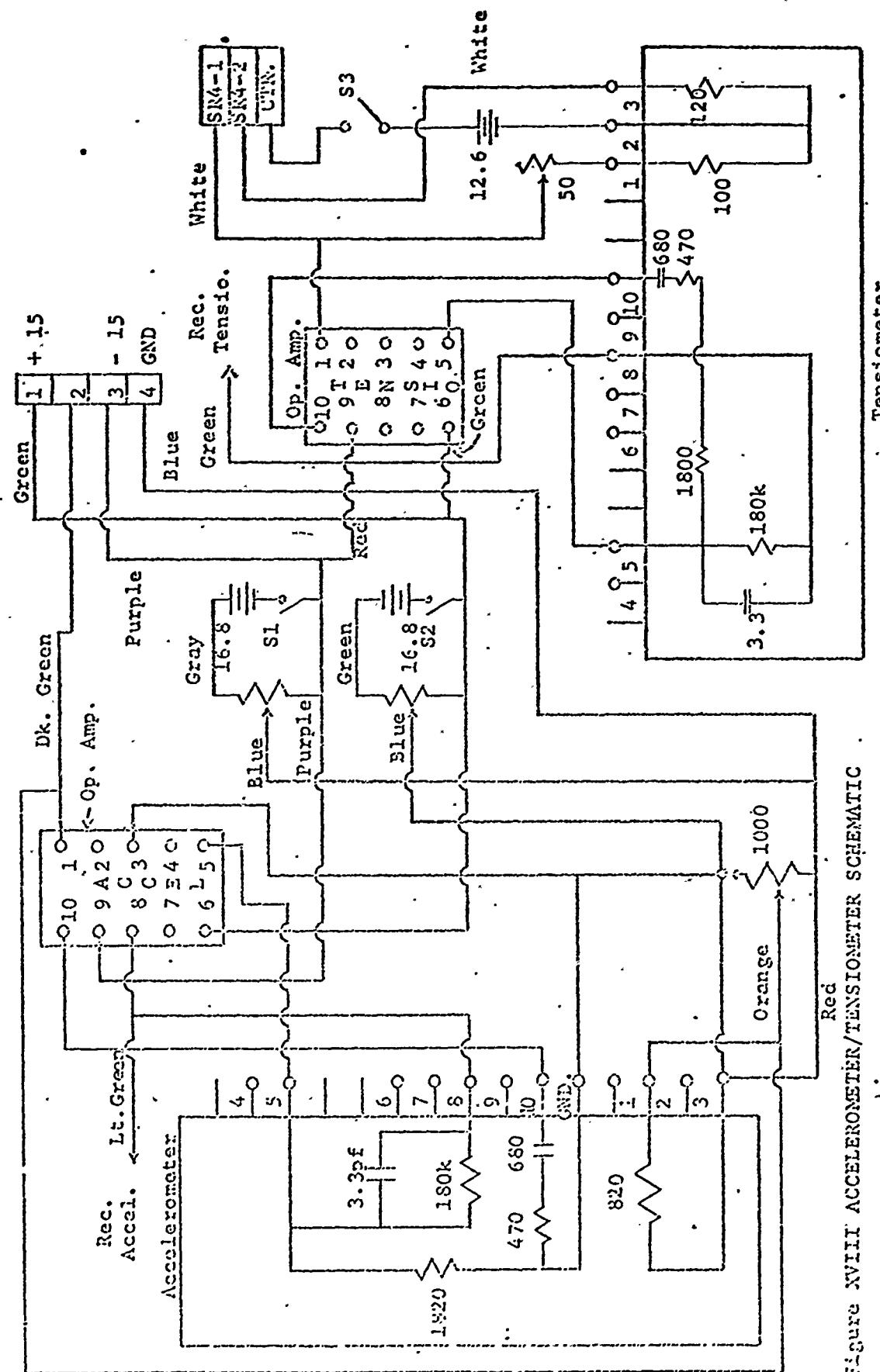


Figure XVIII ACCELEROMETER/TENSIMETER SCHEMATIC

Tensiometer

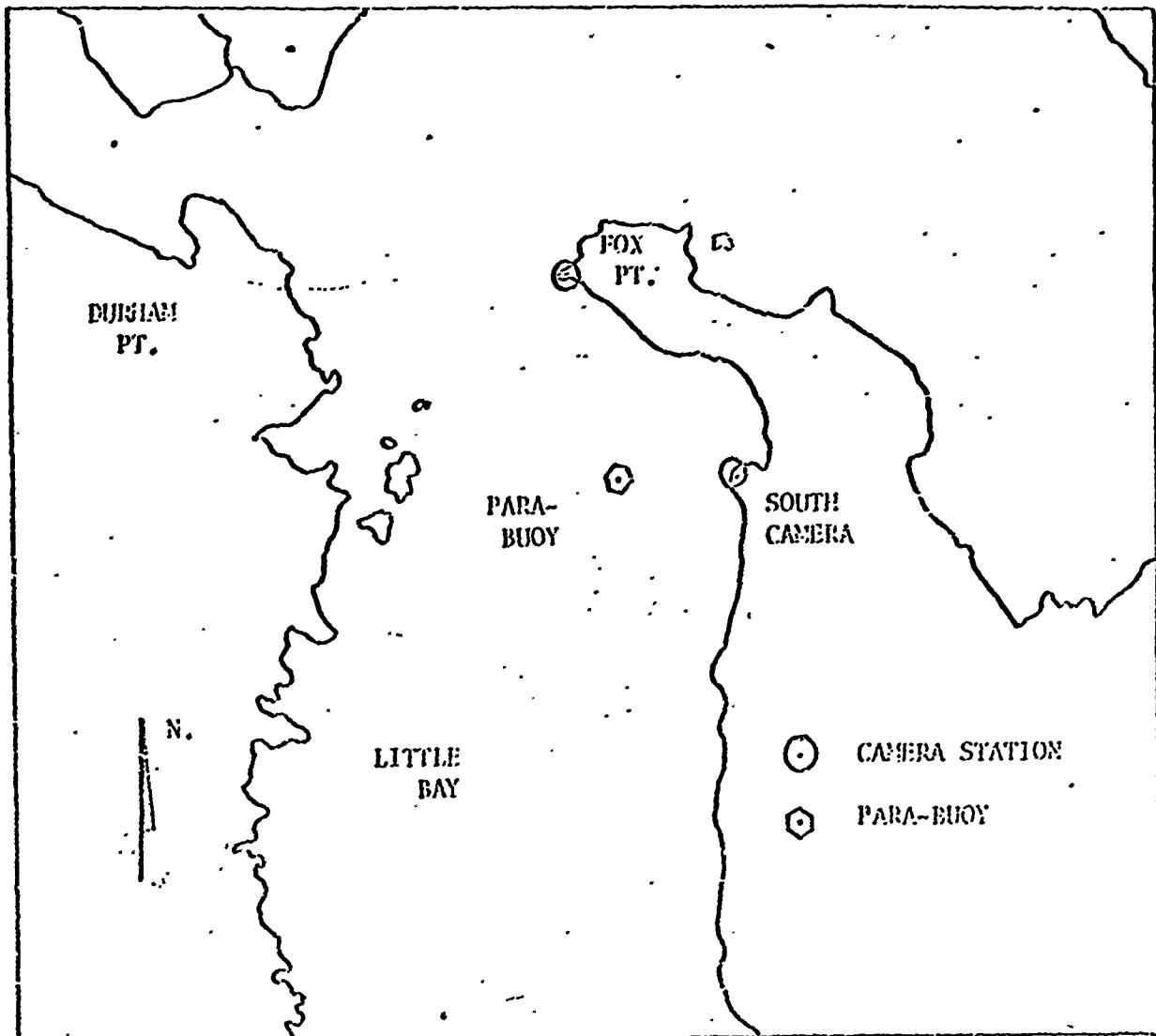
compartment and visible through the plexiglass cover. It was anticipated that these batteries would have to be recharged periodically to maintain the required minimum voltage for proper operation of the radio navigation equipment.

B. Tidal Current Tests - Little Bay Test Site

The primary objective of this test series was to evaluate the dynamics of the taut-wire moored buoy in a high tidal current environment. The Bay implantation point indicated in Figure XIX, was selected to provide up to 2 knots of current and offered convenient shore observation points. Water depth was approximately 52 feet, tidal variation 6-8 feet during the period of test, and current generally in a north-south direction.

Preparation for the buoy test consisted of first placing the railroad wheel anchor and attaching a temporary cable and tag buoy. The Para-Buoy and taut-wire moor as shown in Figure XI was then installed. Block and tackle loading from the surface was employed to extend the elastic links sufficiently to allow the upper basket support to be made fast to the base of the tripod structure with a short by-pass cable. Baselines were established for the two shore stations and theodolites and cameras installed.

Tests were conducted on 26 and 27 August, during which a total of 13 hours and 25 minutes of data were collected. Current and wind velocity and direction measurements in the vicinity of the buoy were made to provide correlating data and a small amount of on-board instrument data was recorded. Theodolite readings were obtained at five



DISTANCE BETWEEN CAMERA STATIONS: 2364.9 feet

DISTANCE BETWEEN THEODOLITE STATIONS: 2353.9 feet

Figure XIX. Little Bay, N. H. Buoy Test Area

minute intervals and were synchronized between the two shore stations by two-way radio. Some photographic data was obtained but difficulties were encountered with bore-sighting the cameras to obtain proper framing. Contact with the Sea Fix Master station (approximately 75 miles away) was made successfully after proper tuning of the slave transmitter, but a frequency shift was recommended before the more extensive tests were conducted at the Isles of Shoals.

C. Wind and Wave Tests - Isles of Shoals Test Site

Open water tests of the buoy system were conducted in the vicinity of Star and White Islands, Isles of Shoals, New Hampshire, during 5 to 12 September, during which a total of 14 hours and 30 minutes of data were collected. Water depth was approximately 140 feet with tidal range of 8-10 feet. The mooring point, shown in Figure XX, was selected to provide realistic exposure to wind and wave forces which prevail in the southeast to northeast sector. The buoy instruments, batteries, and radio equipment were reinstalled after transfer from Little Bay to the Isles location. Assistance in placing the mooring anchor was obtained from the United States Coast Guard and buoy and cable attachment followed the general procedure of the Bay installation. The mooring system is shown in Figure XII.

Observation stations were set up on Star and White Islands. Data runs consisted of theodolite readings at 5 minute intervals plus hourly instrumentation recordings and observations of current, wind and general sea conditions. Radio contact between the base stations and with the small boat operating crew was maintained using VHF-FM transceivers.

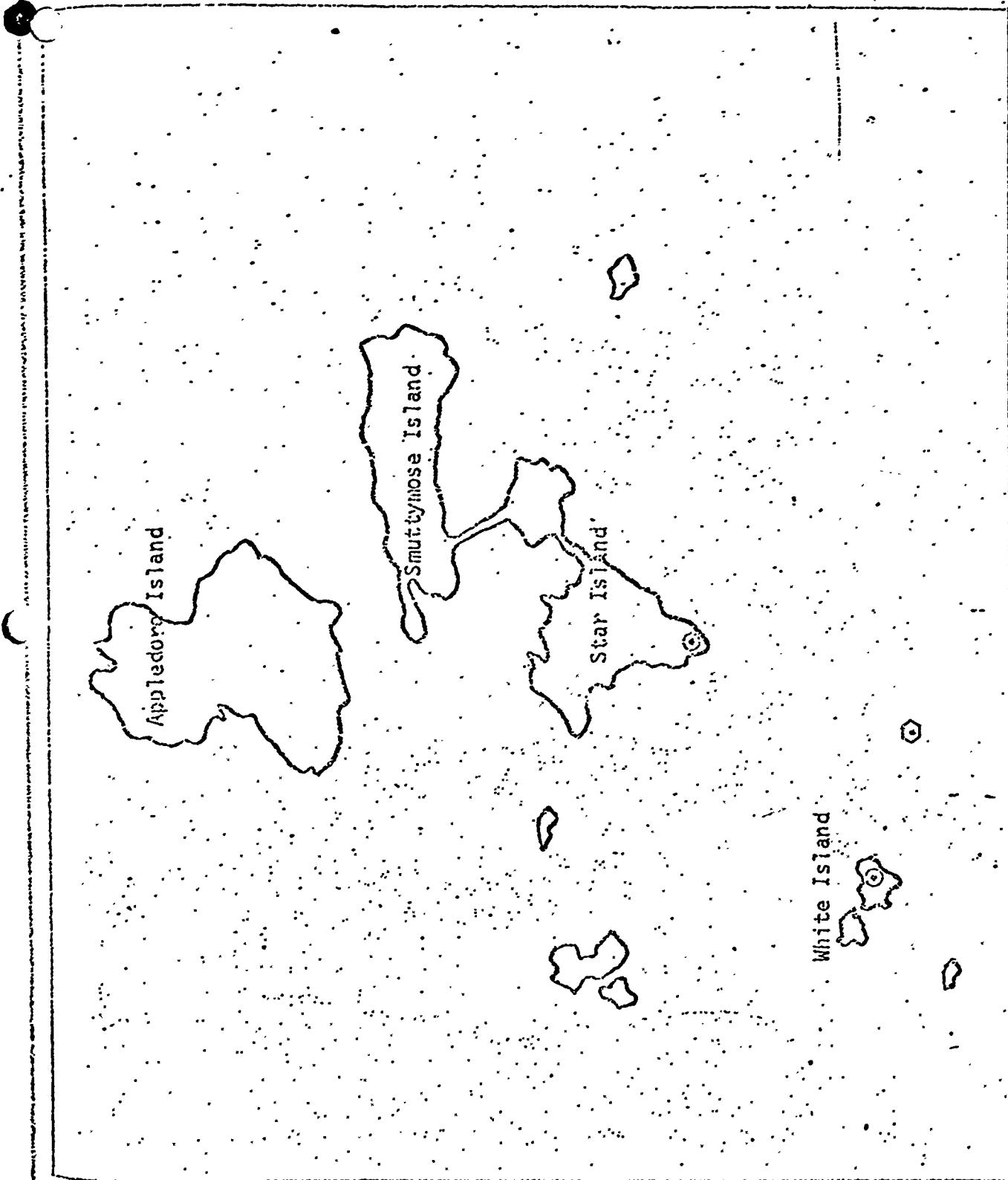


Figure XX. Isles of Shoals Test Area
Para-Buoy Camera Station

Communication with the MASTER and MOBILE Sea Fix teams to coordinate radio navigation tests was provided by an HF-FM radio system.

D. Test Results

Test conditions in Little Bay were relatively calm, with no storms affecting the buoy. Wave effects were slight, and the buoy was not subjected to much short duration movement. The tests were conducted over approximately a half cycle of tidal current variation, consequently, the buoy was always subjected to uni-directional current during any one test period. This tended to give the buoy a small constant vertical inclination.

Test conditions at the Isles of Shoals were more varied than in the Bay. The buoy was subjected to wave, current, tide, and wind effects. An approaching storm produced sea states close to State 4 on 10 September and a full gale caused tests to be suspended on 11 September (see Figure XXI). Final tests on 12 September were not valid since three of the four elastic links were discovered to have failed sometime during the storm and the buoy was suspended by a single link.

Test data characteristics are summarized as follows:

Theodolite Visual observation and manual recording. High quality data. Five minute recording intervals. Data reveals buoy watch circle performance. Estimated values of maximum antenna tilt obtained.

Data Cameras Check on theodolite data to support validity of taking observations at five minute intervals. Antenna tilt angles are readable. Little Bay data fair to good. Shoals data poor due to focus and bore sighting difficulties.

Gyroscope Tilt angle and period obtained. Two channels of data recorded for part of test period. One channel became inter-

Figure XXI

Hysurch Buoy, Stom of 11 September

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mittent but the second channel provided useful data for the Shoals tests because of the random yawing of the buoy.

Accelerometer Periods and maximum values of acceleration obtained. Range of acceleration was only 10-20% of anticipated value.

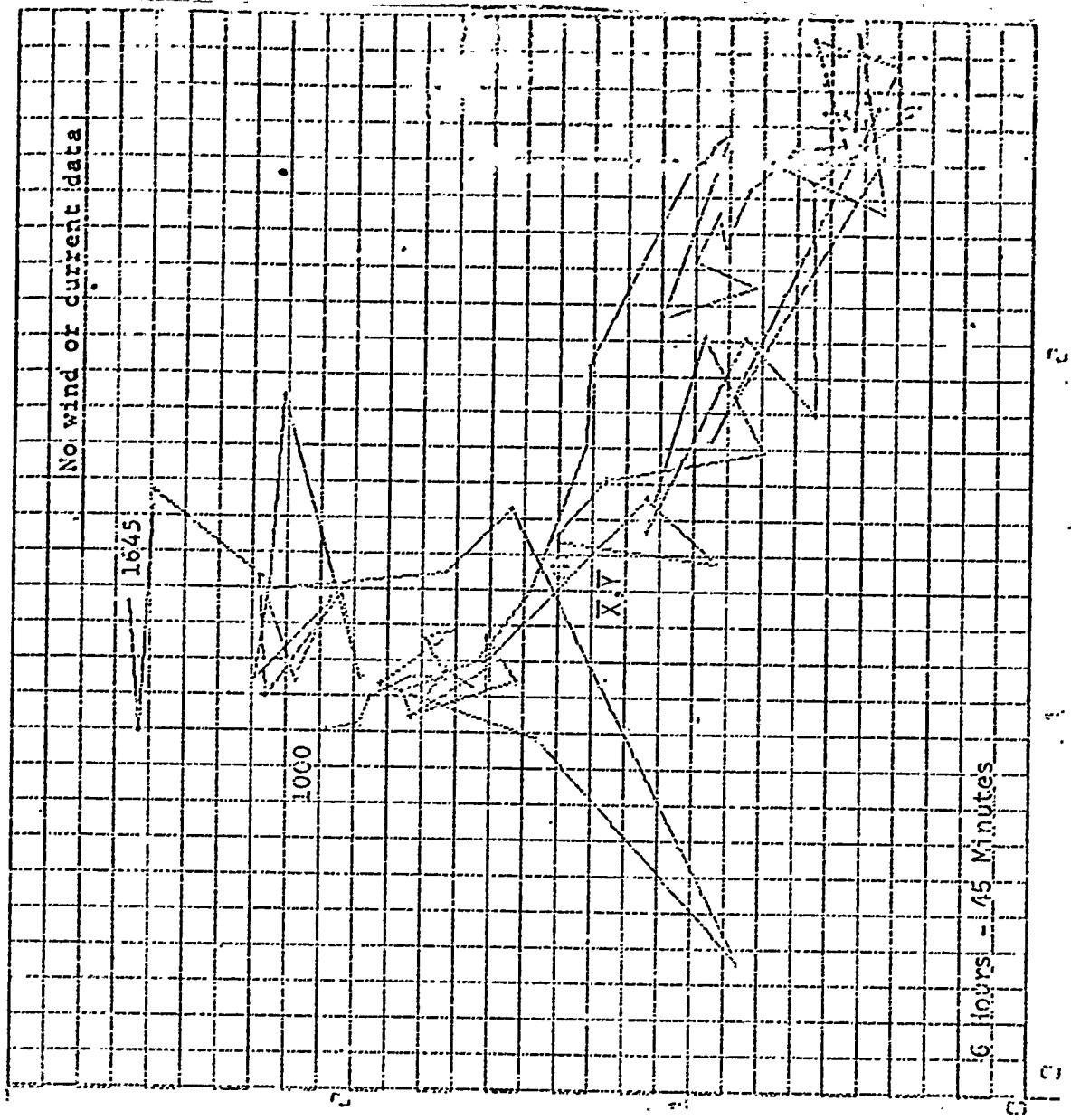
Tensiometer Cable tension data obtained for short period of tests. Failure in tensiometer circuitry resulted in intermittent operation.

Theodolite data, recorded and processed by personnel from the U. S. Naval Oceanographic Office using the Universal Transverse Mercator Grid Coordinate system¹⁰, was converted to computer plots showing the buoy excursions for each data run. Reduced data for all tests is included as Appendix VII. The computer plots are shown in Figures XXII and XXIII, for the Bay tests and in Figures XXIV through XXIX for the Shoals tests.

The most probable location of the buoy for no wind, wave or current disturbance at each site, \bar{X}, \bar{Y} , was computed by averaging all coordinate data recorded for the site and is indicated on each plot to provide a reference for buoy motions. Although this point is not precise, it does represent a best estimate for the true location of the mooring anchor and the undisturbed buoy directly above it. Current and wind vectors for one of the observed data points are also shown.

A tabulation of Apparent Buoy Motion for each test day at Little Bay and at the Isles of Shoals appears in Figure XXX. These data may be interpreted as the maximum excursions of the buoy as sighted from the theodolite shore stations. Excluding the 12 September test which is invalid due to the loss of three elastic links in the storm of 11 September, and defining the largest apparent total excursion as the

26 AUGUST 1968-LITTLE BAY



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NORTHING

49

Figure XXII Buoy Motions

26 August 1968

Little Bay, N. H.

EASTING

27 AUGUST 1968 - LITTLE BAY

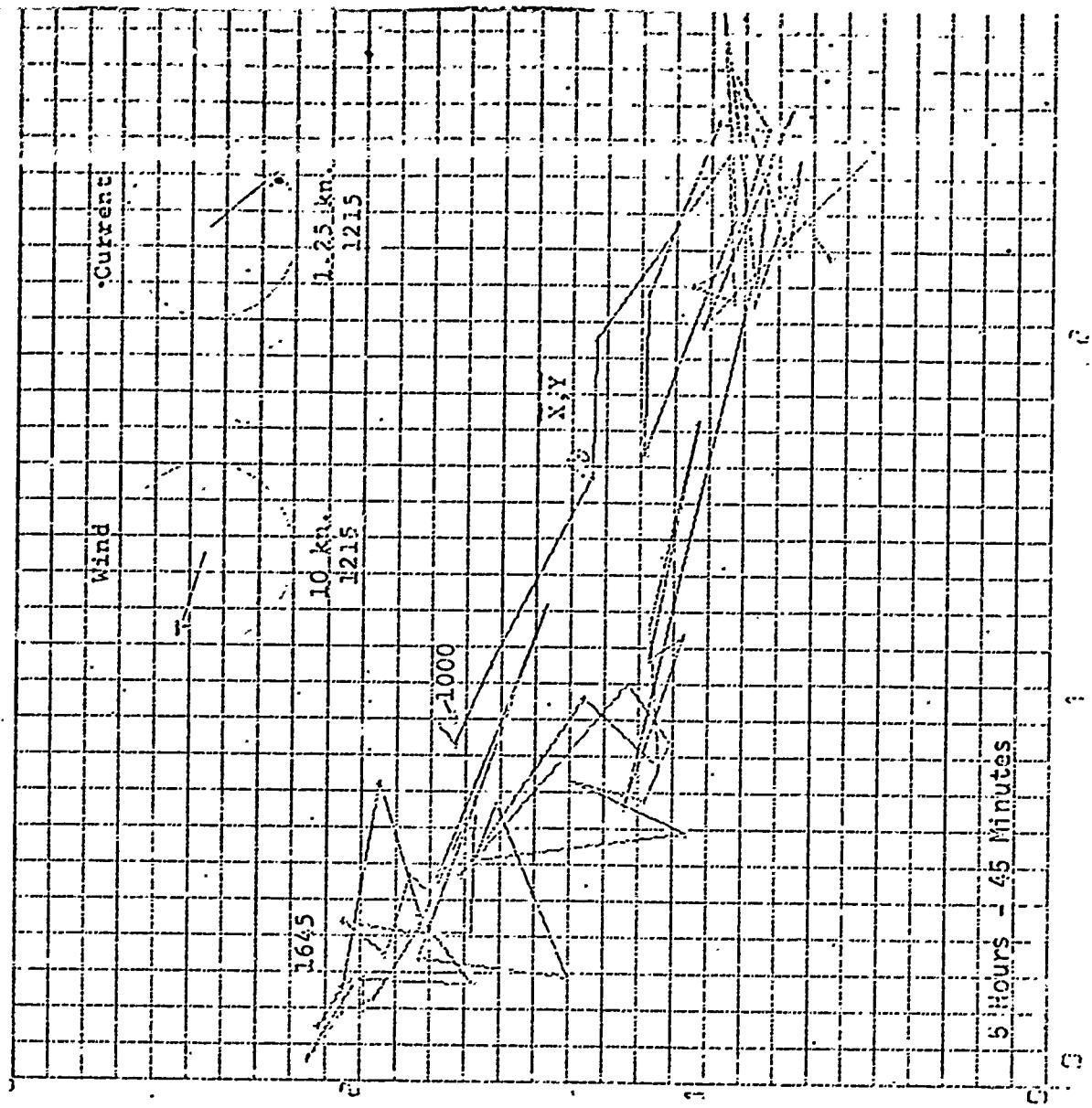


Figure XXIII Buoy Motions

27 August 1968

Little Bay, N. H.

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ESTING

5 SEPTEMBER 1968-SHOALS

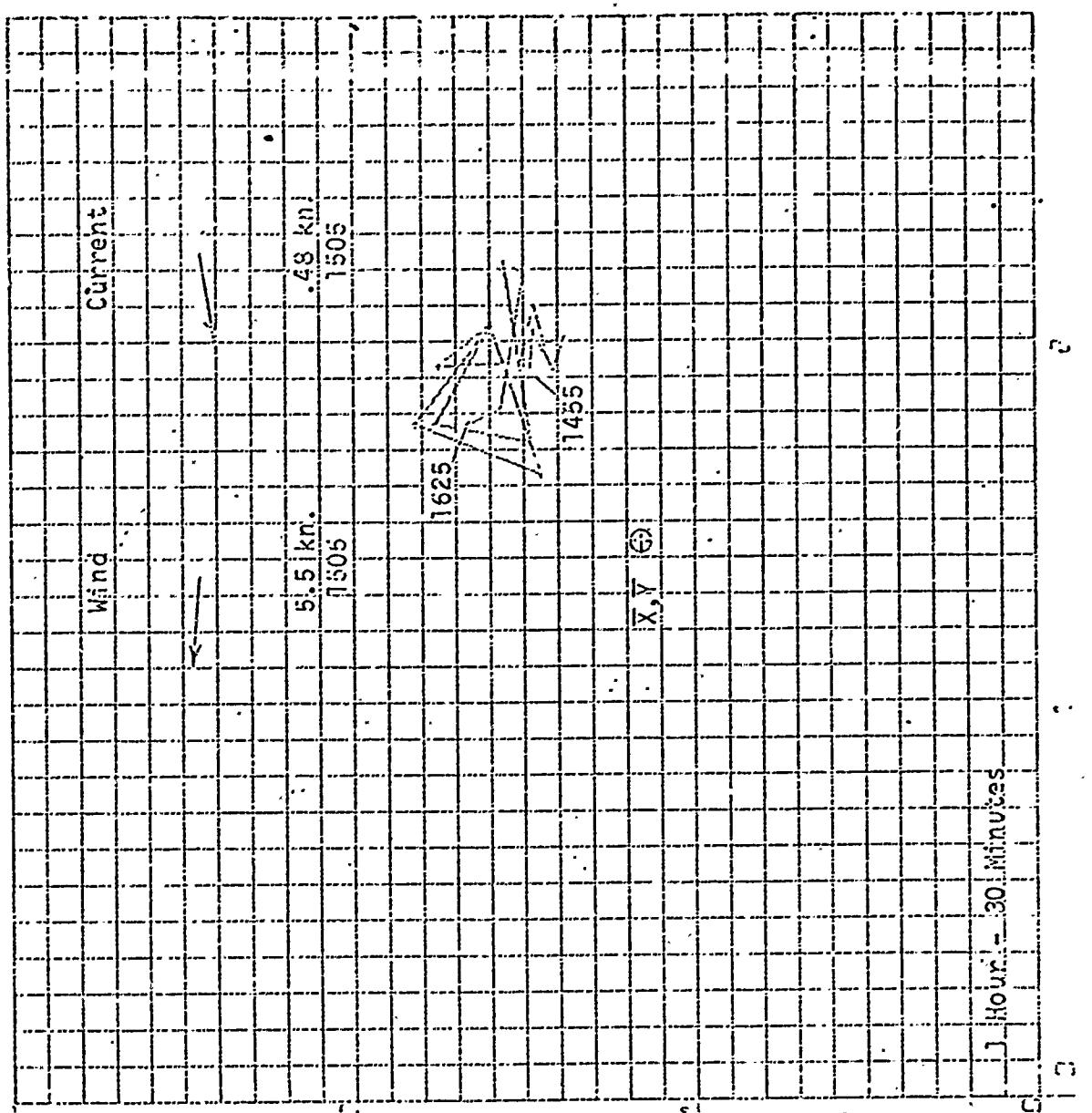


Figure XXIV Buoys Motions

5 September 1968

Isles of Shoals, N. H.

5 SEPTEMBER 1968-SHOALS

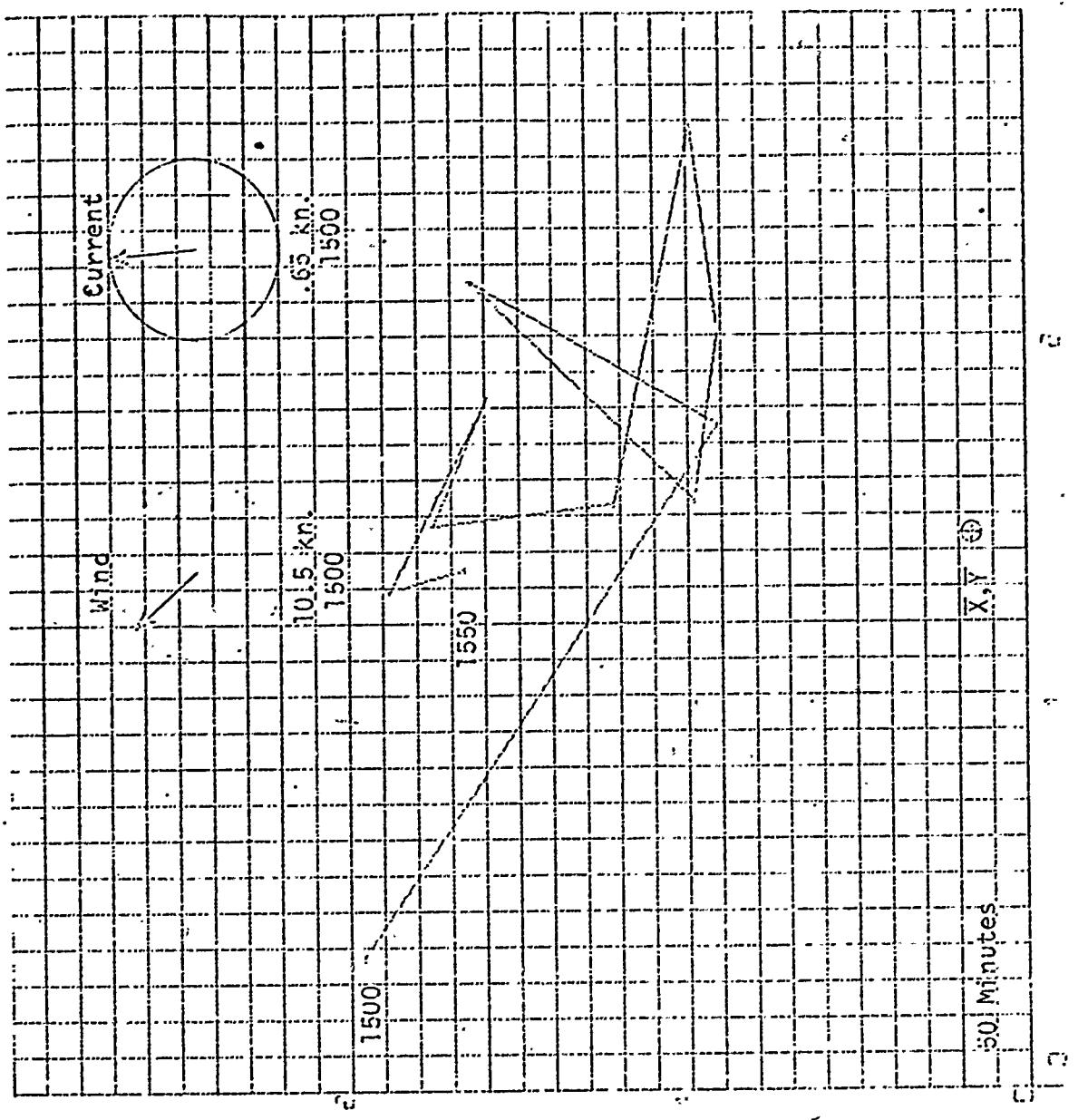


Figure XXV Buoy Motions

6 September 1968

Isles of Shoals, N. H.

MONITORING

EASTING

8 SEPTEMBER 1968-SHOALS

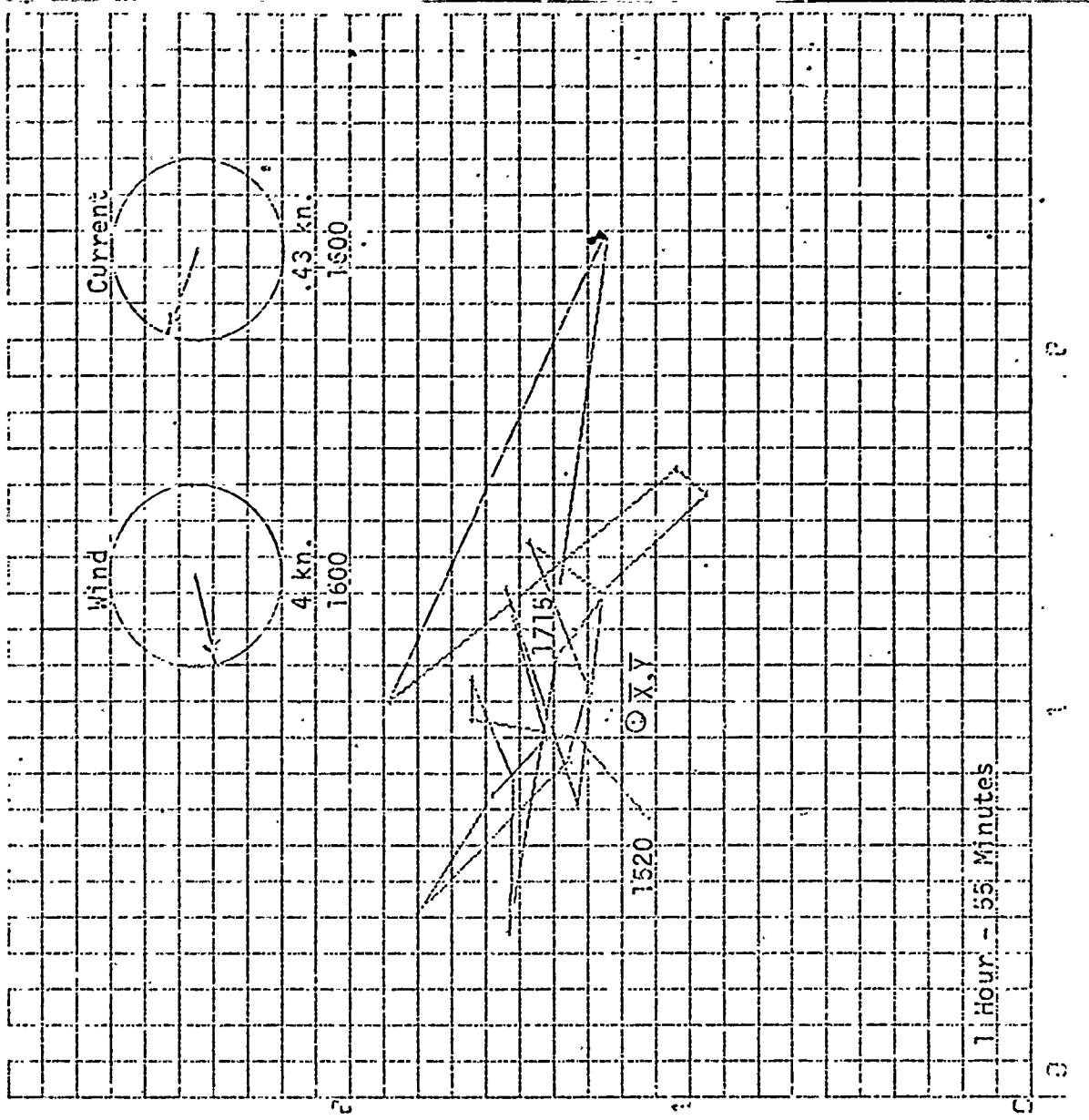


Figure XXVI Buoy Motions
8 September 1968
Isles of Shoals, N. H.

NOTHING

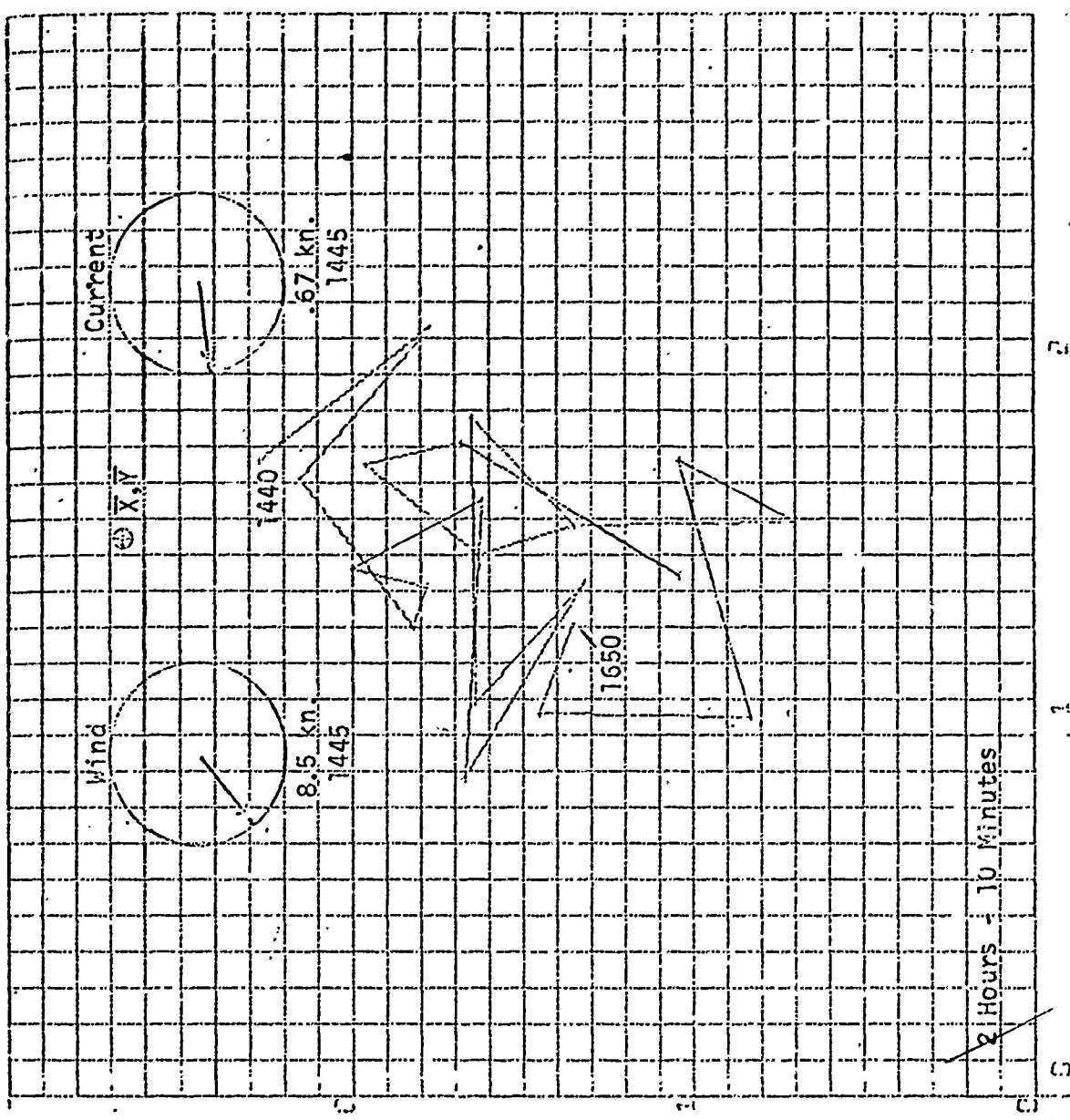
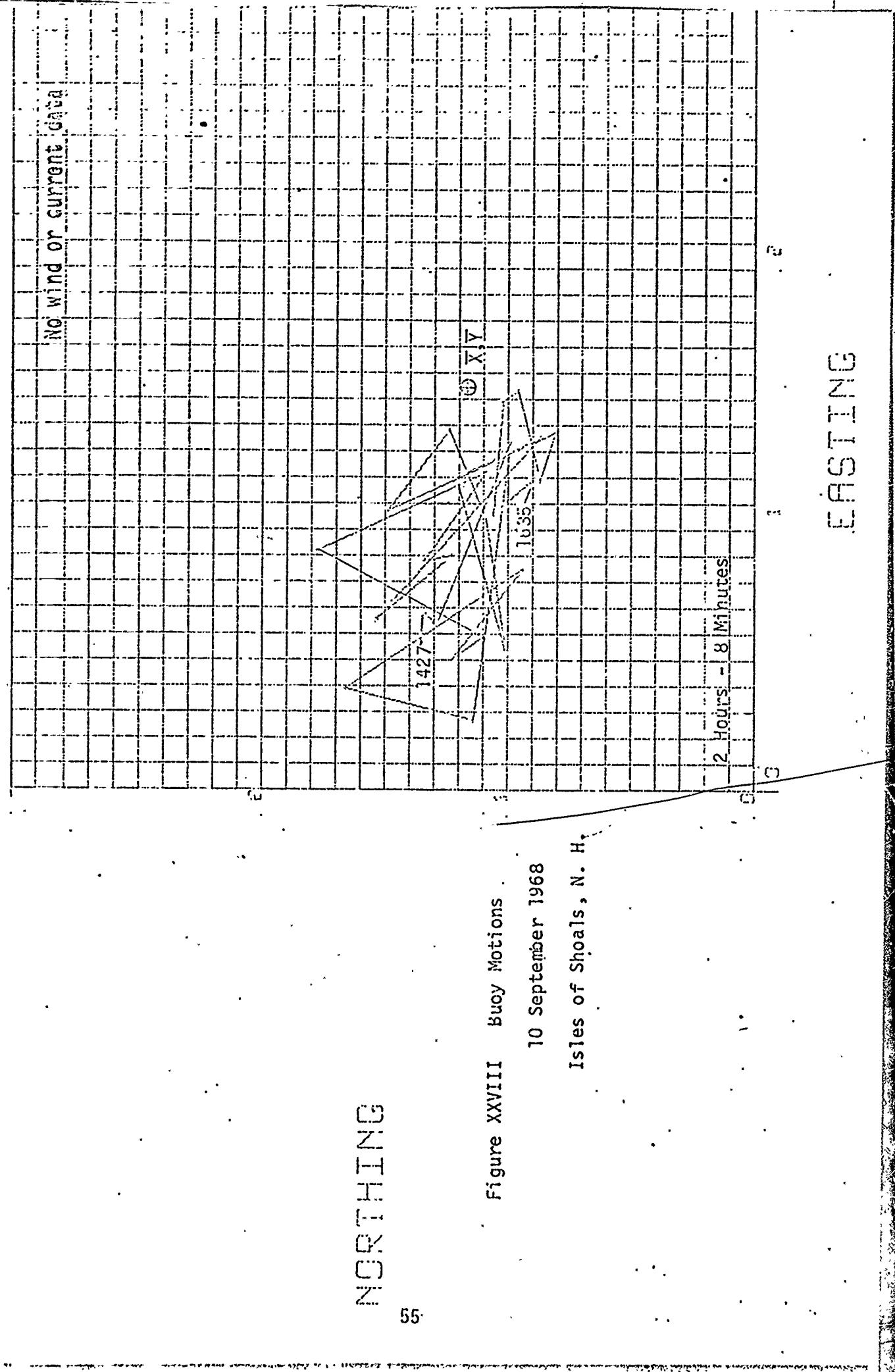


Figure XXVII Buoy Motions

9 September 1968

Isles of Shoals, N. H.

10 SEPTEMBER 1968-SHOALS



12 SEPTEMBER 1968 - SHOALS

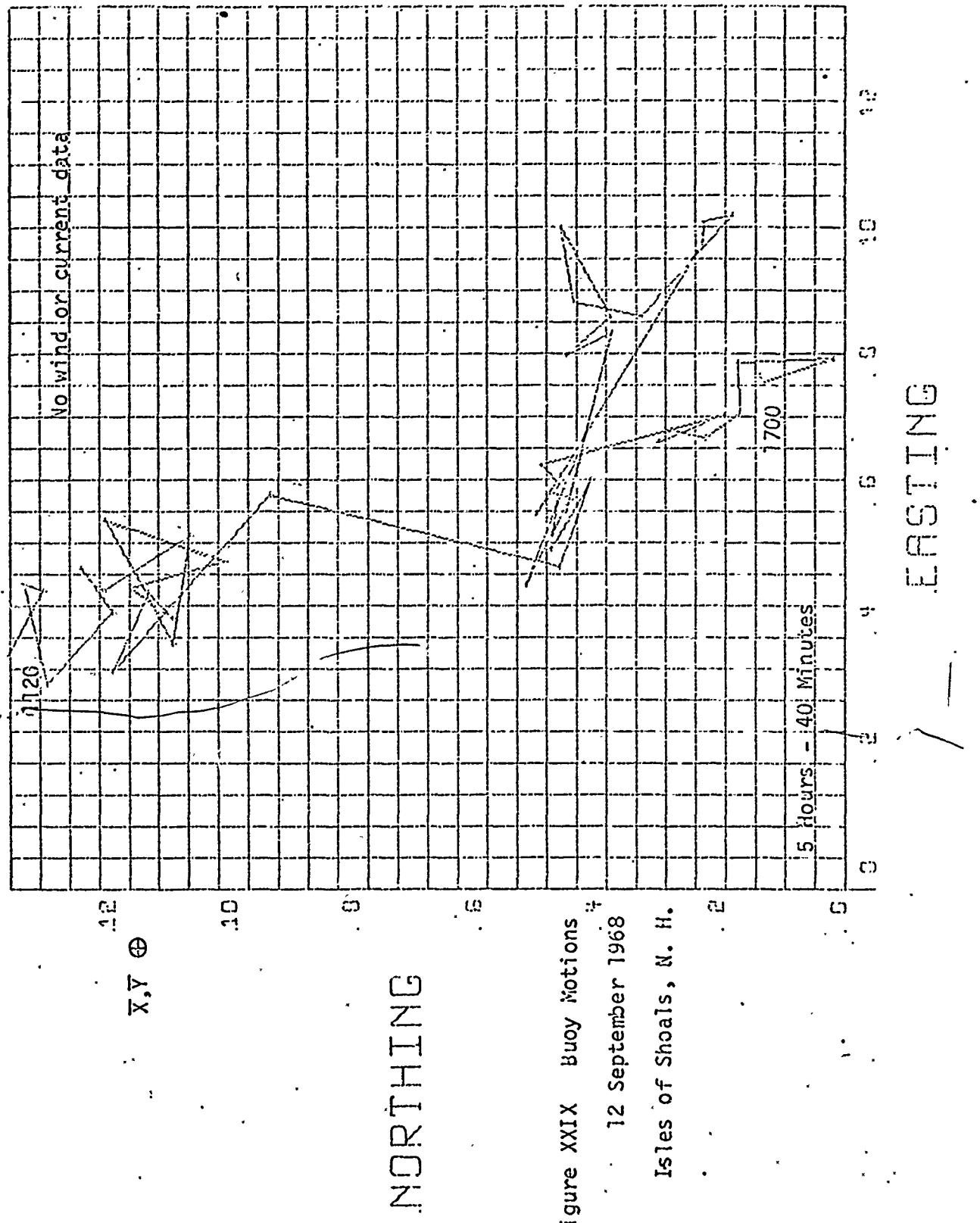


Figure XXIX Buoy Motions
12 September 1968
Isles of Shoals, N. H.

ISLE OF SHOALS N. H.; 1968
APPARENT BUOY MOTION

| DATE | TIME | STATION STAR | STATION WHITE | WIND FORCE | WIND DIRECTION | SEA STATE |
|--------|-----------|--------------|---------------|------------|-------------------|---------------------|
| 5 Sep | 1455-1625 | 1.68 ft. | 1.43 ft. | 5 to 6 | SE by S | State 2 |
| 6 Sep | 1500-1550 | 8.06 ft. | 2.77 ft. | 9 to 11 | SSE | State 3 |
| 8 Sep | 1520-1840 | 6.32 ft. | 2.98 ft. | 1 to 7 | Variable E to SSE | State 2 |
| 9 Sep | 1400-1705 | 2.99 ft. | 5.62 ft. | 8 to 10 | E | State 3 |
| 10 Sep | 1420-1635 | 4.67 ft. | 2.68 ft. | up to 18 | | State 3-4 |
| 12 Sep | 1120-1245 | 12.74 ft. | 8.91 ft. | 25 to 30 | WSW | 4, Swell State 4 |
| 12 Sep | 1415-1700 | 21.81 ft. | 16.89 ft. | 25 to 30 | WSW | 4, Swell State 4 |

*Only one of four rubber cables intact following rough seas and strong winds of 11 Sept.

LITTLE BAY, N.H., 1968
APPARENT BUOY MOTION
TIDES: 1000 LOW; 1600 HIGH ON 27 Aug.

| DATE | TIME | FOX PT. STATION | SOUTH CAMERA | CURRENT | |
|--------|-----------|-----------------|--------------|--------------------------------------|--------------------------|
| | | | | SPEED | DIRECTION |
| 26 Aug | 0945-1645 | 6.1 feet | 5.8 feet | Up to 1.8K | Generally North-South |
| 27 Aug | 1030-1655 | 7.7 feet | 6.4 feet | 1400-1.7K 1500-1.6K Up to 1.8K | Generally North-South |

Fig. XXX Apparent Buoy Motions, Little Bay and Isles of Shoals

NOT REPRODUCIBLE

resultant of two quadrature excursions listed in the above tables, the data for 27 August yields $\sqrt{(7.7)^2 + (6.4)^2} = 10.0$ feet (3.05 meters) for the Bay tests. Similarly, for the Shoals tests on 6 September, $\sqrt{(8.06)^2 + (2.77)^2} = 8.5$ feet (2.59 meters).

When watch circle performance about the computed average buoy position is considered, a circle scribed about the \bar{X} , \bar{Y} point and including all buoy locations has its largest radius of 1.83 meters (6.00 feet) for the Bay data of 27 August (Figure XXIII) and a radius of 2.05 meters (6.72 feet) for the Shoals data of 6 September (Figure XXV).

To provide a measure of distribution of the five minute interval sightings of the buoy position, maxima, median, mean, and standard deviation values for the Bay and Shoals data were computed and are presented in Figure XXXI.

The fifteen-foot diameter watch circle specification was met by a maximum resultant motion, $\sqrt{(6.96)^2 + (6.98)^2} = 9.90$ feet (3.02 meters) for the Bay tests. This specification was approximately met for the 150-foot depth of the Shoals tests by a maximum resultant motion, $\sqrt{(13.97)^2 + (8.59)^2} = 16.4$ feet (5.00 meters). Included in Figure XXXI is a summary of samplings of camera, gyro, and accelerometer data. Analysis of the photographic record of the 27 August Bay test indicated a maximum buoy motion of 6.89 feet and a maximum antenna tilt equal to 6.5° with 4.75° mean and 0.685 SD/mean. Gyro data from the Shoals tests of 6 and 8 September yielded a maximum antenna tilt of 8.0° and a maximum acceleration of $3/16$ g (6.05 ft./sec.²) for the buoy.

As noted previously, cine data was collected to establish the validity of the sampling rate of the theodolite observations as well as to

| TEST SITE | PARAMETER | DESIGN SPECIFICATION | DATE/SOURCE | COMPUTED UTM FALSE COORD. OR TILT ANGLE | | | |
|-----------------------------|--------------------|--------------------------------------|---|---|--|------------------------|----------------------|
| | | | | MEASURED MAXIMA | MEDIAN | MEAN | SD/MEAN |
| LITTLE BAY | WATCH CIRCLE | 10% of Depth = 5 Ft. | 27, 28 Aug./ Theodolite | X- 6.98 Ft. Y- 6.96 Ft. | 2.44 m. 60.90 m. | 2.472 m. 60.886 m. | 0.426 m. 0.386 m. |
| Mean Water Depth 52 Ft. | VERTICAL STABILITY | +20° Off Vertical for Sea State 4 | 27 Aug./ Photo, South Camera 27 Aug./ Photo, South Camera | | 6.89 Ft. | | |
| ISLES OF SHOALS | WATCH CIRCLE | 10% of Depth = 15 Ft. | 5, 6, 8-10, Sept./ Theodolite | X- 8.59 Ft. Y- 13.97 Ft. | 96.58 m. 74.83 m. | 96.547 m. 74.666 m. | 0.526 m. 0.766 m. |
| Mean Water Depth 140 Ft. | VERTICAL STABILITY | +20° Off Vertical for Sea State 4 | 6 Sept./Gyro 7. Sept./Gyro 8 Sept./Gyro 5 Sept./Accel. 6 Sept./Accel. 8 Sept./Accel. 9 Sept./Accel. | | +8° +5° +8° +1/8 g. ±3/16 g. ±1/8 g. ±1/8 g. | | |

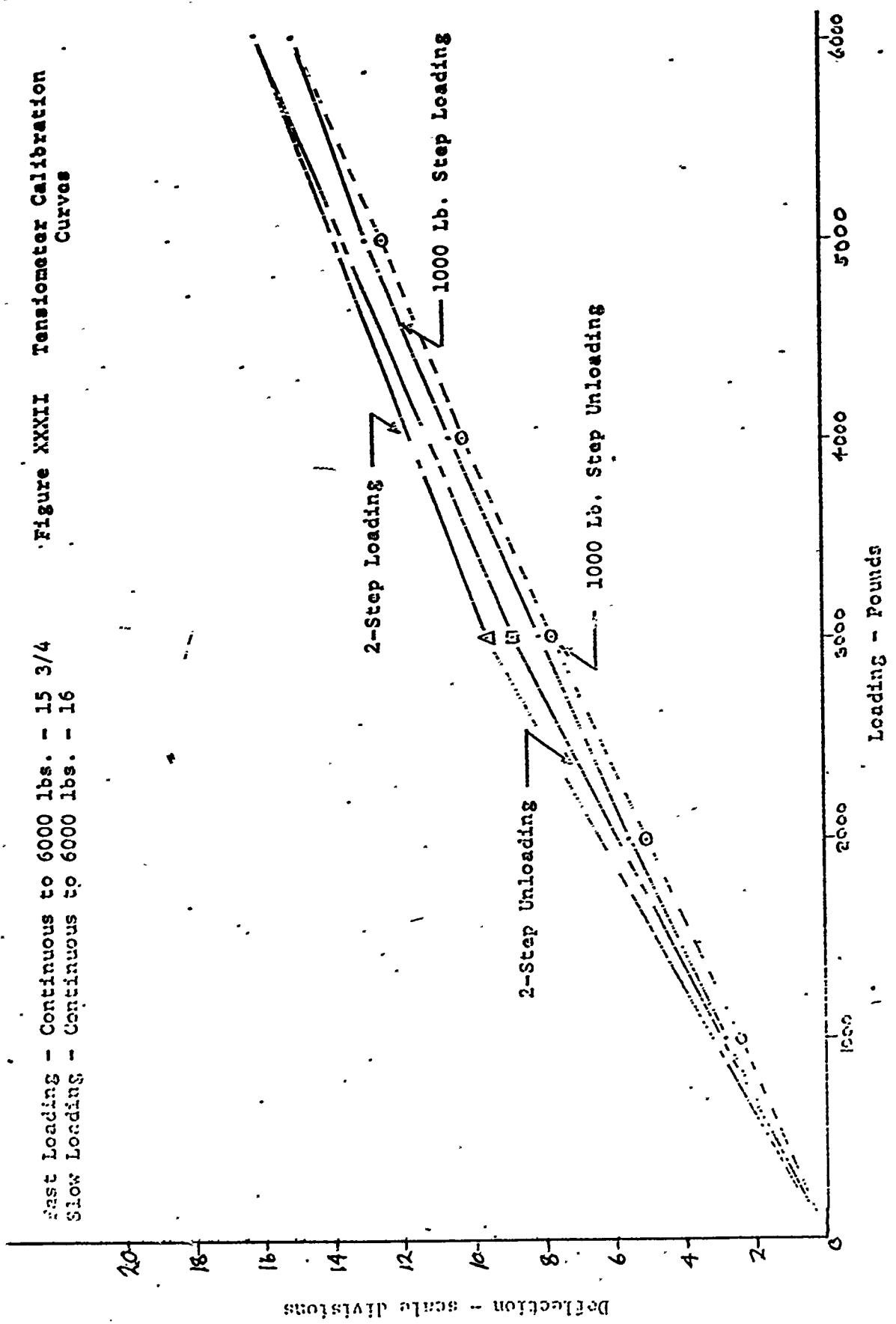
Figure XXXI Buoy Motion, Tabulation of Measured and Computed Values

provide a crude back-up for the on-board instrument data system. The effects which cause surface motions include waves, tides, currents, and wind. Tidal effects are of low frequency variation and are taken to be faithfully reproduced by the five-minute sampling period chosen for theodolite observations. Current variations in the test areas were observed to have gross periods corresponding to tidal periods and minor periods of one-half hour to several hours. Again, their effects on buoy motion should be amply included in the theodolite data. Wind and waves may be classed in the field of relatively short period disturbances, with periods approaching several minutes. Theodolite observations were considered to also be appropriately spaced to include these disturbances in so far as watch circle performance was concerned for the following reasons. First, the period of the forces approaches that of the theodolite readings, and second, the short term forces acting on the buoy system contribute more to such responses as heave, yaw, and tilt (pitch and roll) than to watch circle motions. Support for the choice of theodolite sampling rate was provided by detailed inspection of the photographic record for 27 August. Cine samples at one-half minute intervals showed only smooth horizontal buoy motions between theodolite observations and no wide excursions that might have escaped theodolite observation. Photographic data for 26 and 27 August also indicated that the antenna tilt remained within 6.5° .

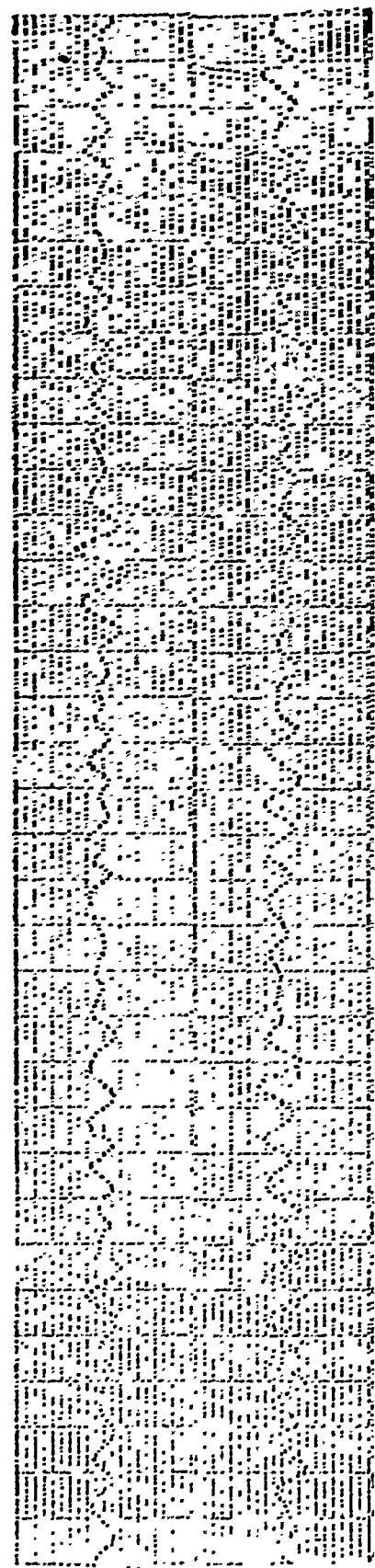
One gyro axis data unit failed shortly after the Shoals tests commenced. However, it was judged appropriate to consider that a single axis would provide information about periods and maximum values of the antenna tilt response due to the random yawing of the buoy, although the

intention was to obtain a resultant motion from a two-axis record. Tensiometer data proved to be of limited value due to a failure of the transducer resulting from water seepage through the encapsulation material.

Tensiometer calibration curves are shown in Figure XXXII. Sample gyroscope pitch and roll recordings appear in Figure XXXIII and sample accelerometer and tensiometer recordings appear in Figure XXXIV.



5 September 1968 Isles of Shoals



NOT REPRODUCIBLE

Top: Gyro pitch

Bottom: Gyro roll

Scales: see calibration data (approx. 2° /div.)

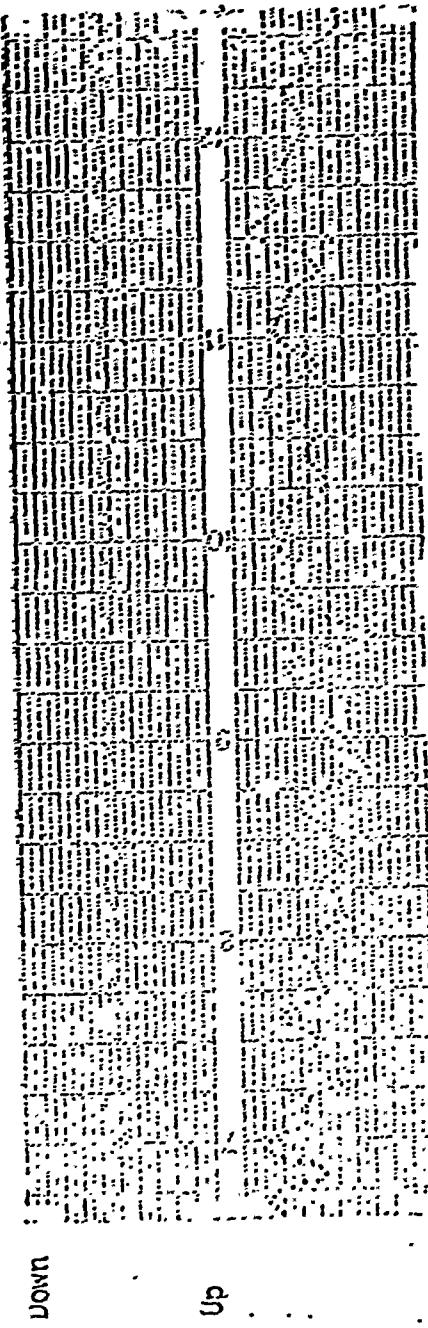
Figure XVI

Figure XXXIII Sample Gyroscope

Pitch and Roll Recordings

5 September 1968 1405 hrs. ISLES O.F. SHOALS

Wind: 5.5 knots 110° off north
Wave height: 2 feet
Current: 0.48 knots
260° off north



Top: Accelerometer (approx. 0.2 g/div.)
Bottom: Tensiometer (approx. 375 #avg./div.)

Scales: see calibration chart

Figure XXXIV Sample Accelerometer and
Tensiometer Recordings

IV. CONCLUSIONS

The full scale prototype buoy studies were conducted in two locations and produced the following results:

Current Tests (Little Bay Tests) These tests were conducted in tidal currents of up to 1.8 knots with a tidal variation of 6.5 feet in approximately 52 feet of water (mean water depth) and winds up to 18 knots. Under these conditions, the 3σ - buoy position error was ± 5.6 feet (calculation based on all data recorded at this site - note that for normally distributed data, 99.7% of all data falls within $\pm 3\sigma$) about the mean position, or a 3σ - buoy position watch circle of 11.2 feet. All recorded data fell within a watch circle of 9.9 feet. Antenna vertical inclination was a maximum of 6.5° .

Open Sea Tests (Isles of Shoals Tests) These tests were conducted in the open ocean with sea conditions up to about state 3-4 seas, with measured winds up to 18 knots, surface currents up to 0.8 knots, and tidal variations of 8.5 feet with a water depth of 140 feet (mean low water). Under these conditions, the 3σ - buoy position error was ± 9.15 feet (calculation based on all data recorded for this site through 10 September - the 12 September data was not used since only one of the four rubber links in the mooring was intact) about the mean position, or a 3σ - buoy position watch circle of 18.3 feet. All recorded data fell within a watch circle of 16.4 feet. The antenna vertical inclination stayed within a cone of $\pm 8^{\circ}$, while the vertical heave acceleration never exceeded .6 ft./sec.².

Based upon these results, it is apparent that the PARA-BUOY design will essentially meet the performance specifications outlined in Table 1. Therefore, the data support a recommendation that a buoy-mounted navigation slave station be used in the Hysurdi System.

Engineering Design and Analysis Laboratory

University of New Hampshire

March 1969

APPENDIX I

References

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2. "Radio Aids to Maritime Navigation and Hydrography," Supp. Paper 3 to Special Publication 39, IHST. HYD. BUR. MONACO, June 1961.
3. Bigelow, H. W., "Electronic Surveying: Accuracy of Electronic Positioning Systems," Jour. Surv. and Map. Div., Proc. ASCE (SU3), October 1963, p. 37.
4. O'Day, J., Hyperbolic Systems One, University of Michigan, Summer Conference Notes, 1965.
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6. Hovorka, J., Report on Tests of A Hyperbolic Navigation System for Hysurch Utilizing Decca Sea-Fix. Report No. RE-51, Experimental Astronomy Laboratory, Massachusetts Institute of Technology, 1968.
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8. Sea State Charts, Prepared by Wilbur Marks, David Taylor Model Basin.
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10. Paradis, "The Mercator Projection and its Variations", Informal Report No. 67-37, Naval Oceanographic Office, May, 1967.

APPENDIX II

Data on Navigation Systems

The tables which follow were prepared by C. G. Welling and M. J. Cruickshank. They were contained in a paper entitled "Review of Available Hardware Needed for Undersea Mining," present at the 2nd Annual MTS Conference, Washington, D. C. 1966.

Additional material on the subject of navigation systems is contained in references 1, 2, 3, and 4, shown in Appendix 1, and in a report by D. H. Clegg and G. H. Savage, entitled "A Study of the Feasibility of Various Navigation Systems for Use in Installation of the Pacific Seaspider," Technical Report No.105, Engineering Design and Analysis Laboratory, University of New Hampshire, Durham, New Hampshire, September 1967.

TABLE OF ELECTRONIC POSITIONING SYSTEMS

| <u>No.</u> | <u>Range Naut. Miles</u> | <u>Accuracy Foot</u> | <u>Signal Type</u> | <u>System</u> | <u>Users</u> | <u>Area Coverage</u> | <u>Manufacturer</u> |
|----------------------------------|------------------------------|--------------------------|------------------------|------------------|-----------------------------|--------------------------|--------------------------|
| Long Range > 500 Miles | | | | | | | |
| Loran A | 8-1400 | 1000' | Pulsed | Hyperbolic Multi | See Chart | Various | |
| Loran B | 1500 | 500' | Pulsed | Hyperbolic Multi | See Chart | Various | |
| ONEGA | 6000 | 3000' | Pulsed | Hyperbolic Multi | Experimental | Omega | |
| CONSOL | 700 | 36-144,000 | C.W. | Azimuthal | Multi Not in general use | ? | U.K. |
| DEFRAC | 3000 | 60,000 | Pulsed | Hyperbolic Multi | Not in general use | Decca | U.K. |
| TRANSIT | Worldwide | High | C.W. | Satellite | Multi Experimental | A.P.L. (U.S.N) | U.S. |
| Intermediate Range 100-500 Miles | | | | | | | |
| Loran B | 250 | 45-300 | Pulsed | Hyperbolic Multi | See Chart | Various | |
| Loran A | 200 | 10-150 | C.W. | Hyperbolic Multi | See Chart | Setscor | Okla. |
| Loran B | 300 | 10-150 | C.W. | Hyperbolic Multi | See Chart | Solstar | Okla. |
| Decca Navigator | 250-500 | 1500-12000 | C.W. | Hyperbolic Multi | See Chart | Decca Navigator Co. Eng. | |
| Decca Survey | 200 | 25-300 | C.W. | Hyperbolic Multi | See Chart | Decca Navigator Co. Eng. | |
| Low Ambiguity | 150-400 | 25-250 | C.W. | Ranging | 1 Local | Decca Navigator Co. Eng. | |
| Decca | Decca 2 Range | 150- | 12- | C.W. | Ranging | 1 Local | Decca Navigator Co. Eng. |

Table 1

TABLE OF ELECTRONIC POSITIONING SYSTEMS

| Name | Knut-Miles | Accuracy Foot | Signal Type | System | Users | Area Coverage | Manufacturer |
|--------------|------------|------------------|----------------|-----------------------|-----------|--------------------------|------------------------------|
| Decca HI FIX | 200 | 3- | C.W. | Hyper or Range | 1 | Local. | Decca Navigator Co. Eng. |
| E.P.I. | 400 | 195-1500 | Pulsed | Ranging | 1 | Local | |
| D.W. Raydist | 100-250 | 1-150 | C.W. | Range- Hyperbolics | 2 | Local | Hastings Raydist Inc. Va. |
| GANA | 84-129 | 60-120 | C.W. | Range | ? | | |
| HIRAN | 550 | 2 (?) | C.W. (?) | Range | 1 | Local | France |
| Radar | 30 | 300 | C.W. | Short Range>100 Miles | 1 | Local | Raydist (?) |
| P.R.S. | 50 | 150 | C.W. | Range or Azimuth | 1 | Local | Multi |
| R.O.P. | 50 | 5000 | C.W. | Azimuth | Multi | Alpine Geophys. Co. Tex. | |
| HI FIX | 30 | 12-100 | C.W. | Ranging | 1 | Local | Multi |
| Shoran | 30 | 30-50 | Pulsed | Ranging | 1 | Local | Decca Navigator Co. Eng. |
| HI FIX | 40 | 25-150 | C.W. | Hyperbolic Multi | See Chart | Raydist (?) | |
| Hydrodist | 25 | 5 | C.W. | Ranging | 1 | Local | Decca Navigator Co. Eng. |
| X.P.R.S. | 30 | 50 | C.W. | Azimuthal | Multi | Hastings Raydist (?) | |
| Raydist | 75 | 15-150 | C.W. | Composite | 2 | Local | N. Canada Canada |
| | | | | | | | Raytins Raydist Va. |

Table 1 (Contd)

*TABLE OF ELECTRONIC POSITIONING SYSTEMS

| Name | Range Nautical Miles | Accuracy Feet | Signal Type | System | Area Coverage | Manufacturer |
|--------------------------------|-------------------------|------------------|------------------|--------------------------|------------------|-----------------------------------|
| Auto Tape | 60 | 3+ | C.W. | Ranging | 1 - Local | Cubic Corp. |
| Mini Fix | 30 | 2.5-7 | C.W. | Ranging or Hyperbolic | 1 See Chart | Decca Navigator Co., Eng. |
| Doppler Navigator | - | - | Very Accurate | C.W. | 1 - Local | Raytheon Co. |
| Deep Sub- mersion R.O.V. | 10 | - | 5 degrees | Ranging | 1 - Local | R.I. |
| Electro Tape | < 50 | > 0.01 | C.W.U.H.F. | Ranging | 1 - Local | Oceanographic Eng. Co., Calif. |
| | | | | | | Cubic Corp. |
| | | | | | | U.S. |

*Based upon information published or made available by the manufacturer.

Table 1 (Contd)

APPENDIX III

Sea Flyte Buoy for Hysurch System

The design analysis of hydrostatic buoys, that is, a buoy configuration which does not inherently produce lift, had revealed that a state-of-the-art design would not necessarily meet the specifications.

As a result of discussions with personnel at Arben Marine Products, Inc. at Long Beach, California, an experimental buoy configuration was designed. This appendix contains some of the materials supplied by Arben concerning the buoy, which is called Sea Flyte. The design sequence for this buoy was:

- 1) An analysis of the potential performance of a submerged airfoil-shaped buoy in the environments predicted for the Hysurch system.
- 2) A 1/4 scale model study of two airfoil configurations, i.e., conventional wing and swept-back wing.
- 3) Design and construction of a full scale prototype.

The analysis was sufficiently promising that Arben Marine Products built two 1/4 scale models and tested them in equivalent full scale currents of 7.5 knots. The conventional wing section stayed within the equivalent full scale watch circle of 15 feet in 150 feet of water up to an equivalent full scale current of 4.0 knots. The characteristics in equivalent Sea State 3 were also promising. Therefore, a full scale prototype was designed and constructed. At this writing, open sea evaluations are in progress.

The material in this appendix is provided to enable the reader to gain an understanding of the basic concepts behind the Sea Flyte buoy. Detailed information on the design can be supplied by Arben Marine Products. When open-sea tests are completed, test results will most likely be available through the Naval Oceanographic Office or Arben Marine Products.

June 7, 1968

Department of Mechanical Engineering
University of New Hampshire
Durham, New Hampshire

Attention: Dr. Robert Corell
Kingsbury Hall

Gentlemen:

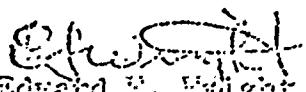
Arden Marine Products, Inc. (AMP) is pleased to propose, on an unsolicited basis, a firm fixed price of \$8500.00 covering the engineering and fabrication services necessary to produce and deliver one each buoy fabricated in accordance with the attached Technical Work Statement No. 6568-23-235.

AMP feels uniquely qualified to produce such a buoy in that the proposed proprietary design configuration is believed to represent a composite solution to two major problems inherent in maintaining an optimum on-station watch circle in shallow water by incorporating design parameters which maximize hydrodynamic lift and minimize drag.

AMP, designer's and manufacturers of the world's most complete line of surface and sub-surface buoys, flotation devices and associated equipment, have over five years experience in the design, development, fabrication and testing of sophisticated, non-standard buoys and buoy systems which meet the special requirements generated by today's state-of-the-art marine technology.

Should you have any questions or desire additional information, please contact the undersigned or Mr. R. G. Bertholf at your earliest convenience.

Very truly yours,


Edward W. Wright
Marketing Manager

W:sh

attoruncc

NOT REPRODUCIBLE

ARDEN MARINE PRODUCTS INC.
2030 W. 16th ST., LONG BEACH, CALIFORNIA 90813
(213) 432-0971

ARBEN MARINE PRODUCTS, INC.
2030 West 16th Street
Long Beach, California 90813 A/C 213-432-8971

Technical Work Statement
(Proprietary Data)

Unsolicited Proposal 6568-DB-235
Hysearch Buoy Program

1. Configuration of Flotation Section:

- 1.1 The flotation portion of the buoy is comprised of an airfoil section similar to NASA 653-618 (see attached drawing) with modifications as follows:
 - 1.1.1 Incorporated into the trailing edge of the section is a Reflex Section which may be adjusted.
 - 1.1.2 Tip fences are incorporated on the lower surface only.
- 1.2 The span of the section is presently fifteen feet, the chord is six feet and the Fineness Ratio is 5.46.
- 1.3 The unit has a gross displacement of 2500 lbs. when submerged to the Mean Static Waterline.
- 1.4 The unit has a dynamic lift of 639 lbs. @ 4° \sim @ 2 knots current flow.
- 1.5 Static dry weight of the flotation unit is 600 lbs. \pm 100 lbs.
- 1.6 The unit is fabricated of Glass Reinforced Plastic, hand laminated of marine flexible Polyester, with skin thickness to be determined by Arben Marine Products.
- 1.7 The interior of the unit is filled with polyurethane foam, and sealed.
- 1.8 Battery and instrumentation chambers are incorporated into the flotation unit with suitable access panels and aerial leads to the mast.

2. Configuration of Mast:

- 2.1 The lower section of the mast is comprised of three aluminum tubes forming a tripod to support the transmitting aerial.
- 2.2 The tubes are supplied with fixed fairings of NASA 654-021 section (see attached drawing) below the mean water line and with free pivoting fairings above the mean water line.

- 2.3 Horizontal stiffeners of aluminum are placed at appropriate intervals and supplied with fixed by-convex fairings.
- 2.4 The aluminum tubes are filled with polyurethane foam to deny seawater intrusion.
- 2.5 The mast is comprised of two vertical sections; joined by bolt plates, to facilitate handling and shipping.
- 2.6 The upper section of the mast is a fiberglass monopole mounted to the top of the aluminum structure.
- 2.7 Dry weight of the mast is approx. 150 lbs.

3. Mooring Attachment Structure.

- 3.1 The mooring attachment structure is fabricated of glass reinforced plastics with internal structure to absorb mooring loads, and is filled with polyurethane foam.
- 3.2 A swivel fitting accepts the cable shackle in order to allow the buoy to fair into the existing current.

4. Recommended Mooring Cable.

- 1) Aluflex Aluminum Coated Steel Cable. 5/16" x6x19 ($C_D=1.3$) S.F.=2.425 (Preferred source: American Chain and Cable)
- 2) Aluflex 3/8" x6x19 ($C_D=.6$) S.F.=3.44 with integrated hair fairing. (Preferred source: American Chain and Cable)

5. Recommended Anchor - DeHaviland explosive anchor or equivalent w/11,000 lb. restraining force.

6. System Dynamics.

- 6.1 The combination of net buoyancy, low drag, dynamic lift, and the forward lift vector of the airfoil section are designed to produce a buoy system which will maintain an extremely small watch circle and excellent dynamic and static stability.
 - 6.1.1 The static stability of the buoy is dependent upon the net static buoyancy of the flotation section, which pivots about the taut-wire mooring point located below it, to provide Righting Moments.
 - 6.1.2 The dynamic lift of the buoy is provided by current flow along the chord of the airfoil configuration. The basic purpose of the dynamic lift is to provide a small component of forward lift which increases with current flow to overcome the additional drag of the current. Neither the dynamic lift nor its forward component are present or required in a zero-current situation.

6.1.3 A secondary purpose of the dynamic lift is to provide righting moments about the airfoil center of pressure at all angles of attack, positive and negative, in current flow. The Leffler Section is incorporated into the airfoil section to aid in this function.

6.1.4 The drag of the particular airfoil section employed vs. the forward lift vector of that section are tradeoffs which must be employed to provide the overall stability and dynamic characteristics required of the system.

6.1.5 The buoy system is designed to be directionally reactive to current flow and to have a mean rotational velocity of .25 radians/sec in 2 knot current and may not react as well in eddy currents in which the current directional shift exceeds parameter.

7. System Design Parameters.

Airfoil Section 65₃-613

$$L = C_L \rho / 2 \cdot V^2 f_D S C$$

$$C_L @ 4^\circ \alpha = .9$$

$$L_D @ 4^\circ \alpha = .005$$

$$D = C_D \rho / 2 V^2 f_D S C$$

Corrected to .016 to accomodate Eddyflow and Aspect Ratio

$$C_D @ 4^\circ \alpha = .1.1$$

$$\text{Reynolds No.} = 3.0 \times 10^6$$

Airfoil Section 65₄-021

NOT REPRODUCIBLE

$$C_L @ 0^\circ \alpha = 0$$

$$C_D @ 0^\circ \alpha = .0053$$

$$C_D @ 0^\circ \alpha = 0$$

$$\text{Reynolds No.} = 3.0 \times 10^6$$

Gross Overturning Moments - 3200 lbs.

Gross Righting Moments - 8500 lbs. *

SEE SPECS FOR MAST DETAIL

ALUM. TUBE FLARED TO
NASA 65₄-021 SECTION

MEAN STATIC WATERLINE

**BATTERY AND ELECTRONICS
ACCESS.**

ADJUSTABLE REFLEX SECTION
TIP FENCE
MOORING STRVEL

MONOPOLY
TREASURER

PROPRIETARY DATA

This document involves CONFIDENTIAL property - early design rights of Arben Maritime Company.

will not be incorporated in other projects, and (b) that any special features peculiar to this design are excepted to meet the purposes for which it was delivered, so as to meet the purpose of any particular part, nor its contents revealed in any manner or any part.

ABREN MARINE PRODUCTS, INC.
2030 WEST 16TH STREET
LONG BEACH, CALIF. 90813
A/C 213 - 432-8971

6-
GREEN DB-235
"SEAFLIGHT" BUOY
SCALE: NONE DWN:

10

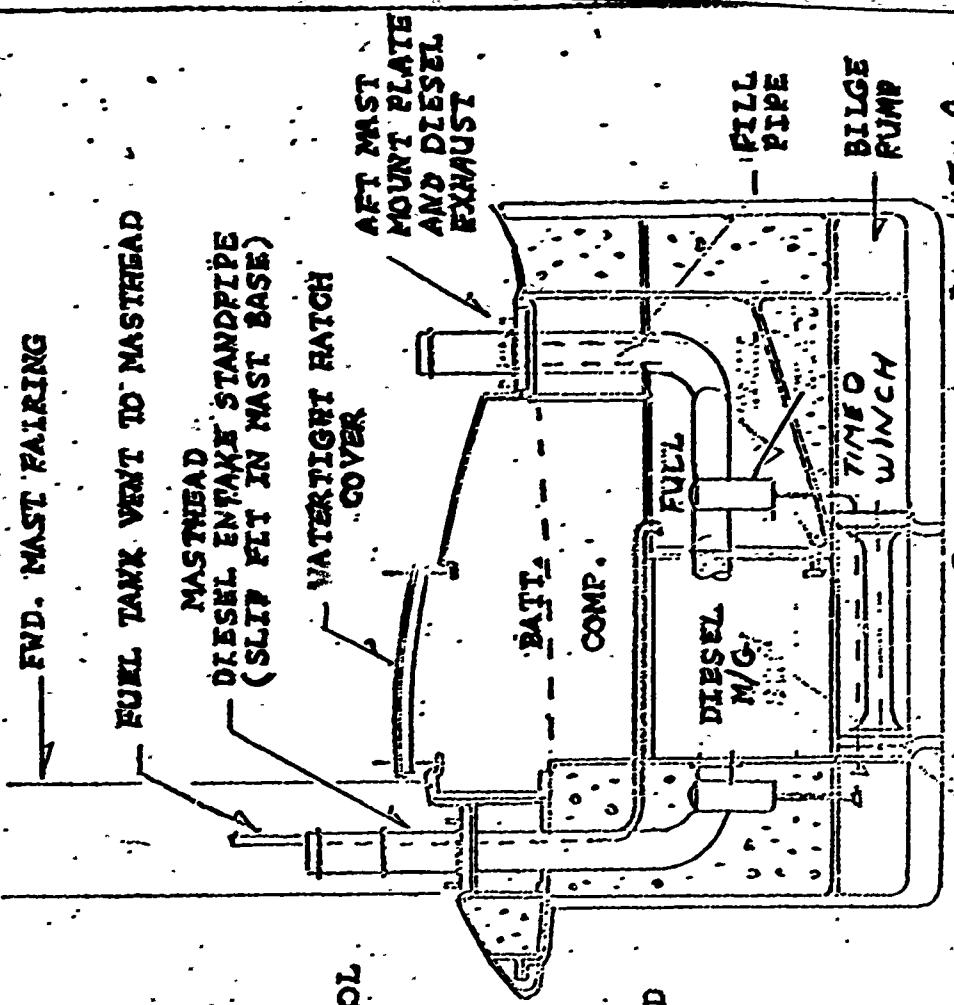
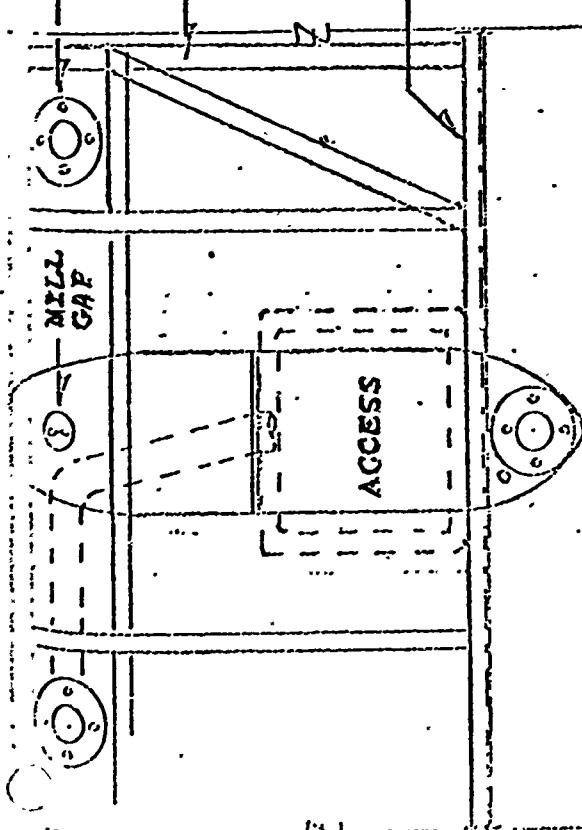
LONG BEACH, CALIF. 90813
A/C 213-432-8971

DB-235 "SEALFTIGHT" BUOY
EQUIPMENT LOCATIONS
SCALE: 1:23 6-68

TRANSMITTER ANTENNA
LEADS IN THIS MAST

AFT MAST SUPPORT
STRUCTURE

MAIN LATERAL SPAR



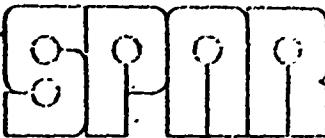
ADDITIONAL PATH CAPACITY IN Diesel & Fuel Ports

APPENDIX IV

Background Materials on Stem Antennas

This appendix contains background materials on the Stem antenna,
manufactured by the Spar Aerospace Products Limited Division of the
Havilland Aircraft of Canada, Toronto, Canada.

SPAR Aerospace Products Limited
onto International Airport
Phone (416) 676-3333
Sparnalt Tor/Cable Sparnalt Tor



Sales Reference
C9G-375-4103

May 10, 1968.

Mr. F. Hess,
EDAL, Kingsbury Hall,
University of New Hampshire,
Durham, New Hampshire 03824.

Dear Fred,

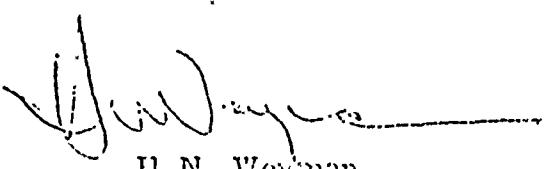
With reference to our telephone conversation of today, we are pleased to enclose our standard data package, and Outline and Installation Drawings of typical mechanisms, which may suit your hydrographic buoy application. We would also be pleased to deliver to you, for your evaluation, one single 35 ft. long, stainless steel element. This would be our standard 3 1/8 inch diameter, overlapped STEM tube. The cost for this item would be \$100.00 U.S., F.O.B. Malton, Ontario, exclusive of all taxes, tariffs and duties; terms net 30 days. The quotation is valid for 30 days from the date of this letter.

From the description of your requirements, it would appear that actual production hardware might utilize multi-element, 2 inch diameter BI-STEM. For this reason, we are also enclosing an extract, describing a similar application. To be truly representative of operational hardware, the 3 1/8 inch sample should be equipped with proper root and tip plug fixations. We would be pleased to provide you with details for these components at a later date.

We trust that the enclosed information is adequate for your present needs, and look forward to your further communication in this matter.

Yours very truly,

SPAR AEROSPACE PRODUCTS LIMITED


H.N. Weyman,
Chief Applications Engineer
STEM Products Department

SPAR
AEROSPACE
PRODUCTS
LIMITED
1968

Aerospace Products Limited
6022, Toronto International Airport
Canada/Phone (416) 676-3333
2-29362 Sparmal Tor/Cable Sparmalton Tor

STEM

STORABLE TUBULAR
EXTENDIBLE MEMBER
for ground environment

ANTENNAS

MASTS

BOOMS

In response to a long-acknowledged need for antenna members with a high degree of extendibility, minimum space storability, light weight and utmost reliability, SPAR Aerospace early in 1960 undertook a research project to develop such a product for a major spacecraft system.

This program, a resounding success, produced the first of an entire system of such devices, which have become widely known as STEMs (Storable Tubular Extendible Members).

Within a year a similar program was launched to develop the device for ground environment use; the applications shown overleaf are typical of what can be achieved with this unique development.

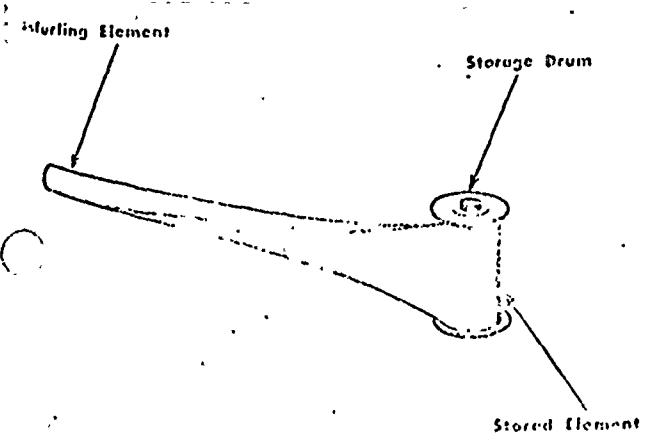
THE STEM PRINCIPLE

The key to the STEM system is a continuous strip of

resilient spring metal, heat-treated for maximum flexibility with an unfurled overlap characteristic of about 180°. This provides the tubular element with strength equal to a complete seamless member of similar diameter and wall thickness.

Storage of the member is accomplished by coiling the tube around or into a cylindrical drum, which rotates for extension and retraction either by means of a motor drive or hand crank. Push-pull and self-extendible concepts are also available.

Since retraction of the element requires supplying strain energy to the flattening spring tube, the stored element has a natural tendency to self-extend; thus very little unfurling power is required. In application, of considerable strain, the deployed bending and torsional strength of the member may be increased by simply nesting several spring elements together in a given diameter.



SPAR AEROSPACE CAPABILITIES

SPAR is a proven and trusted supplier of extendible structures for all NASA and DOD applications. A wide variety of ground and sea environment antennas and masts have been provided to customers throughout Canada, the United States and Europe.

SPAR maintains complete facilities for the custom design and manufacture of a great range of extendible STEM structures. These include approved Quality Control and Reliability Systems; "Clean Room" Assembly Areas; Development, Environmental Test, Materials Research, and Materials Test Laboratories. The resources of SPAR's highly-trained design, development and program management group are completely available to STEM customers.

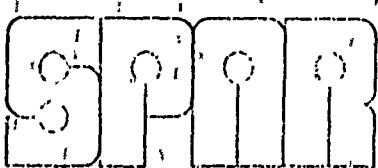


The STEM 3-1/8-inch-diameter elevating mast raises electronic sensing apparatus far above vehicular height for greater distance penetration.

NOT REPRODUCIBLE

Installed on a "man-pack" communications unit, this push/pull STEM antenna provides a readily extendible and easily withdrawn element for military, fire, emergency and industrial applications.

This 1-3/8-inch-diameter elevating mast, installed on the rear of a jeep, permits remote extension and withdrawal from the driver's position.



SPAR Aerospace Products Limited

6022, Toronto International Airport

Ontario, Canada/Phone (416) 676-3333

Telex 02-29362 Sparfult Tor/Cable Sparmalton Tor

September 1966

ON APPROVAL

Model 5439

MODEL SPECIFICATION
ON A
GENERAL PURPOSE TRANSPORTABLE
3-1/8 INCH DIAMETER STEM MAST
MODEL 5439

NOT REPRODUCIBLE

1.0 INTRODUCTION

1.1 This specification covers the performance capabilities, installation, data, standard and optional features, on a quick-erectable, transportable mast of the STEM type, employing an unfurlable tube formed by heat treating a metal strip into a circular section in such a manner that the edges overlap by approximately 180°. The mast is of a general purpose design capable of elevating a variety of tiploads varying from antennas and reflectors to light beacons and television cameras, unsupported or guyed.

2.0 PERFORMANCE SUMMARY

2.1 Tipload weight and geometry determine the allowable windspeed for a given height (or vice versa). It is, therefore, impracticable to provide an all encompassing set of data covering every possible combination of weight and drag area. De Havilland has prepared a computer program which permits quick assessment of feasibility. It optimizes the mast configuration for minimum weight considering also such variables as ice thickness, tip slope limitation, base tilt angle and differentiation between operational and survival windspeed. The following data is typical and indicative of the STEM's capabilities.

2.2 Unsupported (Cantilever) Mast

| | Case 'A' | Case 'B' |
|---------------------------------------|--------------------|------------|
| Extended height..... | 45 ft. | 50 ft. |
| Tipload..... | 75 lbs. | -- |
| Tip Area (equivalent flat plate)..... | 2 ft. ² | -- |
| Base Tilt Angle..... (calculated) | 15 degrees | 15 degrees |
| Survival Windspeed..... | 50 m.p.h. | 70 m.p.h. |

3.0 PHYSICAL DIMENSIONS AND WEIGHT

3.1 Dimensions

| | |
|--|-------------|
| Mast diameter..... | 3-1/8 inch |
| Overall retracted height (less tipload)..... | 75-1/2 inch |
| Overall width (excluding mounting flange)..... | 19-1/2 inch |
| Overall depth (excluding mounting flange)..... | 1'-1/4 inch |

3.2 Weight

Total weight (depending on mast length) 23'3" to 33' 550 lbs maximum

4.0 LEADING PARTICULARS

- 4.1 Quick replaceable tape unit facilitates the exchange of damaged masts and permits the use of the same mast housing and winding mechanism with several mast configurations designed and optimized for specific applications.
- 4.2 Stainless steel mast material for maximum corrosion resistance.
- 4.3 Extension and retraction by 110 VAC, 60 cps, single phase, fractional horsepower universal motor (1/4-3/4 hp). Self-extending tendency of wound tape counter balances tip load and reduces peak winding torques.
- 4.4 Maximum strength is obtained by using a multiple of STEM tubes concentrically nested, yet wound on a single drum.
- 4.5 Electrical cables leading to tip-load can be conveniently fed through the bore of the mast.
- 4.6 Provision for manual operation in case of motor or power failure.
- 4.7 Reduction gearing integral with tape spool.
- 4.8 Includes motor drive control providing automatic maximum extension and retraction limiting as well as height readout potentiometer 2000 ohms, 1 watt for remote height indication.

5.0 INSTALLATION DATA

- 5.1 Model drawing 5439 shows all the leading dimensions and illustrates how the equipment can be installed.
- 5.2 The basic unit comprises the mast housing, c/w winding mechanism, quick replaceable tape unit, tape spool cover, mast endcap, mounting flange and electrical motor drive assembly.

6.0 OPTIONAL FEATURES

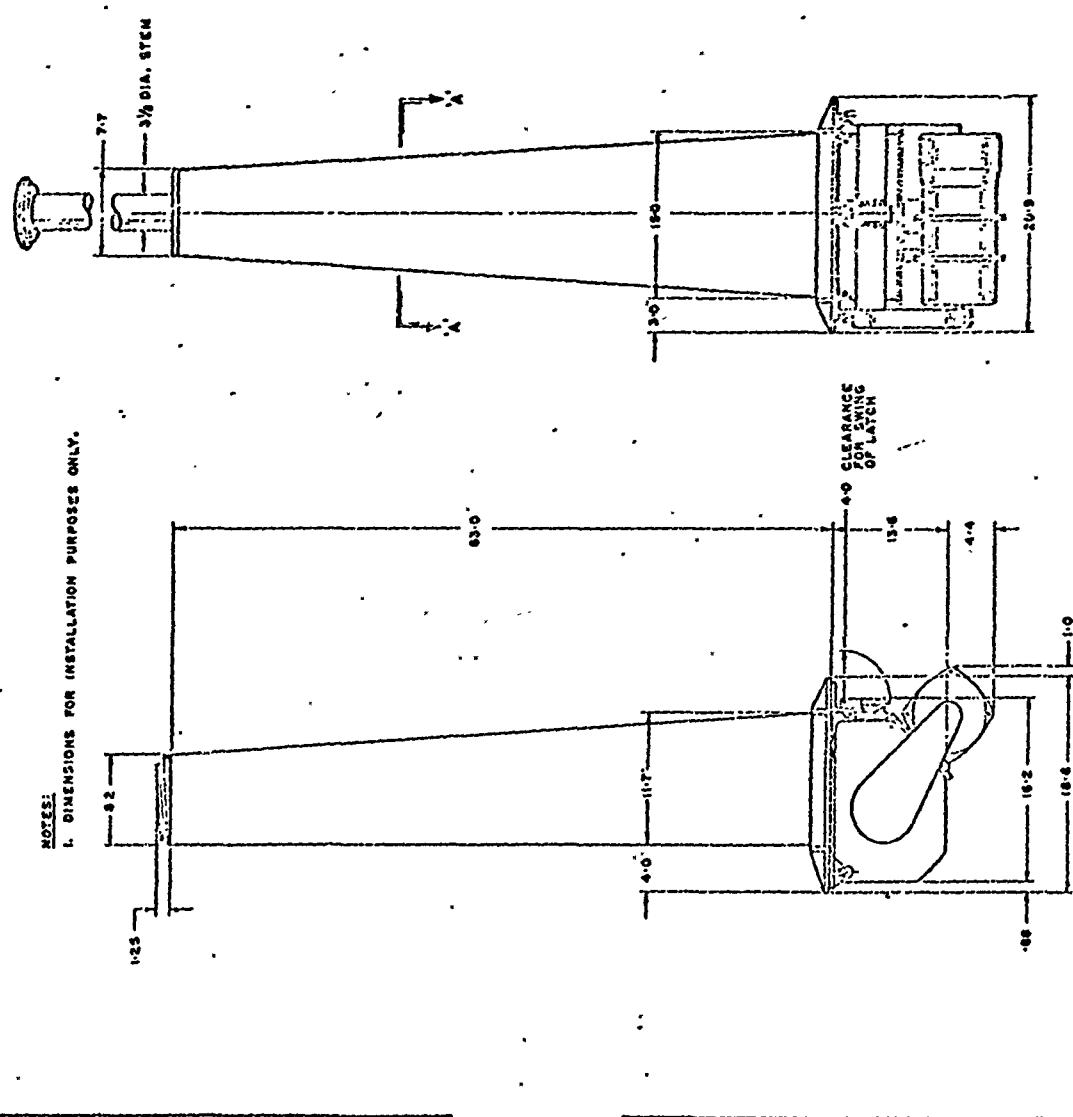
- 6.1 To permit higher wind speeds single point guying kit Part No. 5439P2-1 may be ordered.
- 6.2 In lieu of the AC drive, a 23 volt DC electric motor may be installed.

Specifications furnished by de Havilland are believed to be accurate and reliable. However, all specification data is subject to change without notice.

The De Havilland Aircraft of Canada, Limited,
Special Products and Applied Research Division,
Halton Ontario Canada

NOTES:
I. DIMENSIONS FOR INSTALLATION PURPOSES ONLY.

NOTES: _____



OUTLINE AND INSTALLATION - STD. 3 1/8 DIA. GROUND STEM

માણસ માણસ કાત્માણ કાત્માણ

MAST EXPANSION TO SUIT
CUSTOMER REQUIREMENTS



SECTION 'A-A' (PARTIAL)

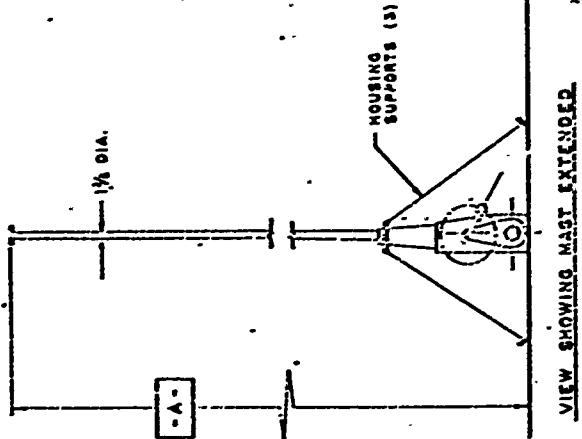
Star Advertising Co., Inc. 1600
Box 622, Toledo, Ohio

Model 5500

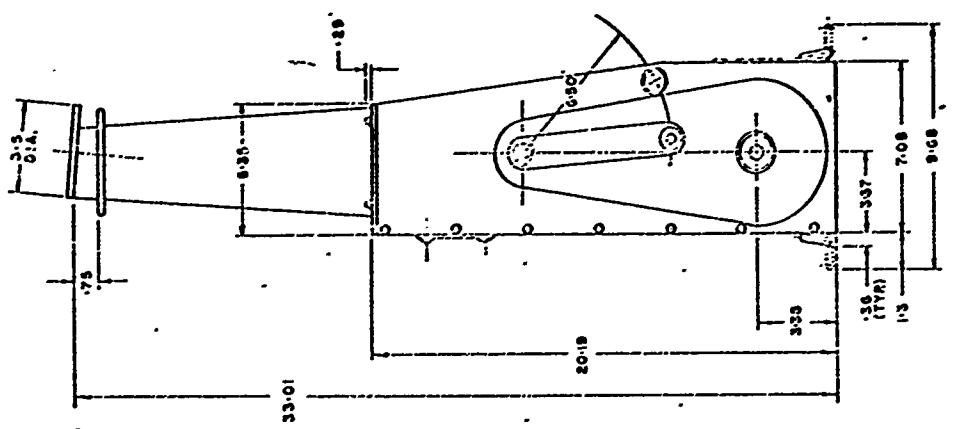
NOTES: **1. ALL DIMENSIONS ARE FOR INSTALLATION PURPOSES ONLY.**

NOTE 3:

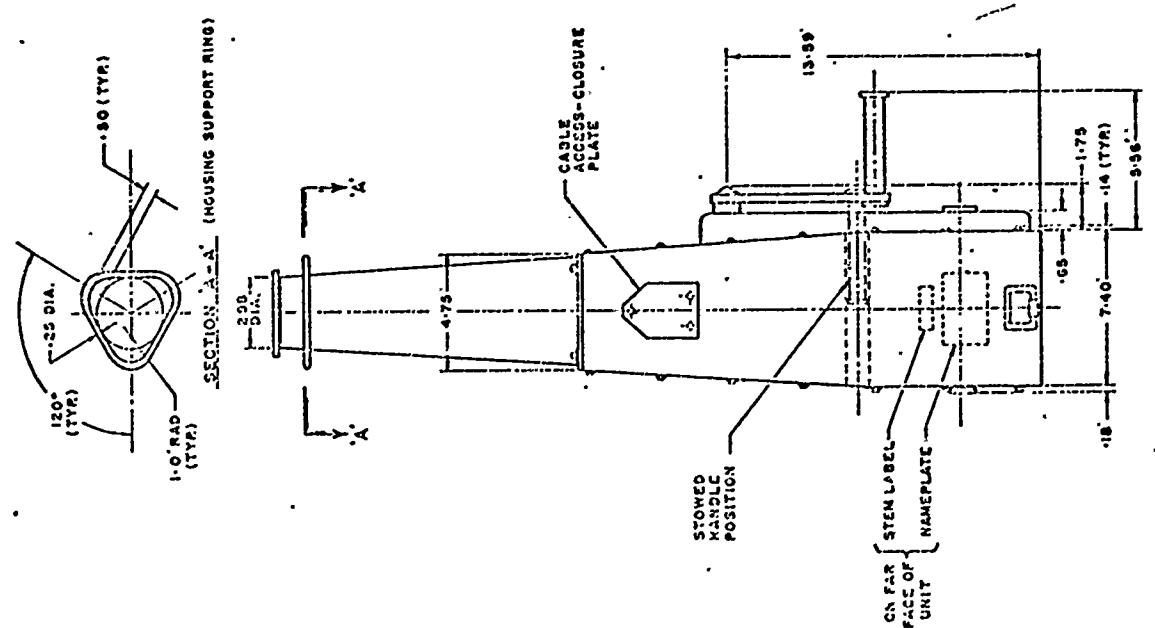
| PART #:0. | A. |
|-----------|--------|
| 2600F1-1 | 25 FT. |
| 2600F1-3 | 26 FT. |



ରତ୍ନକାନ୍ତିକାନ୍ତିରମ୍ ବନ୍ଦମୁଦ୍ରା ଅତ୍ତିଲ



OUTLINE — $1\frac{2}{3}$ DIA. GROUND MAST



2.0 OCEAN VIBRATION

Sea Tests were conducted on April 2, 1964 in the Gulf of Mexico. The sea state was judged to be state 4. The spacecraft has 3 natural frequencies which are approximately

$$\begin{aligned}f_{n1} &= 0.07 \text{ (cps)} & \text{for heave motion} \\f_{n2} &= 0.25 \text{ (cps)} & \text{for roll motion} \\f_{n3} &= 0.33 \text{ (cps)} & \text{for pitch motion}\end{aligned}$$

It would be desirable to have these values more accurately established by an experiment.

Roll seemed to be the most severe and an analysis of the transfer of ocean vibration via roll motion of the capsule to the antenna is presented in appendix A.

3.0 BUCKLING UNDER VERTICAL LOADING

An antenna subjected to its D'Alembert force due to heave acceleration may buckle. In Appendix B it is shown that the vertical acceleration would have to be of the order of $12g$ before the antenna would buckle.

4.0 BEAT PHENOMENON

The Gemini High Frequency Whip Antenna was observed to exhibit beating when carrying out free vibration. Some coupling between flexure in two perpendicular directions exists and when a flexural free vibration is commenced in y-direction it is observed to die away and motion in x-direction builds up. Subsequently the motion in x-direction dies away, while beat in y-direction builds up again. The period of this exchange of flexural vibration is computed in Appendix C and is found to be 90 (s).

5.0 BENDING

In Appendix D the distribution of the bending moment for booms of 15 (ft), 14 (ft), and 13 (ft) length is plotted. The bending moment was obtained by assuming that the boom was rotated through 57° at a maximum angular acceleration of $2.18 \text{ (rad/s}^2)$. The extreme position of the boom is 47.5° from the vertical. Acting on the boom is a 15 knot horizontal wind. A tip load of 0.31 (lb) is also present.

The bending moment distributions were linearized and then used to recommend optimum lengths for the 5 nested elements of the boom, 2 of which go all the way to the tip.

6.0 TORSION

STEM tubes do not exhibit much torsional stiffness. By preventing warping at the ends of a tube, the torsional stiffness can be improved considerably. The improvement depends on the length of the tube. The shorter the tube, the greater the improvement. In Appendix E, it is shown that for the Gemini HF Whip Antenna, prevention of warping at both ends increases the torsional stiffness by almost 700%. The provision of a ploy guide and of a tip plug, both designed such that they prevent warping effectively, is therefore strongly recommended.

APPENDIX A

ON THE TRANSFER OF OCEAN VIBRATION TO STEM ANTENNAS OF FLOATING SPACE CAPSULES (HF WHIP ANTENNA, GEMINI SPACECRAFT)

1.0 PURPOSE OF INVESTIGATION

The purpose of the present investigation is to obtain an estimate of the spectral density of antenna vibration caused by ocean vibration at sea state 4.

2.0 HEAVE VIBRATION

2.1 The displacement spectral density of ocean waves at sea state 4 is given in Figure A1.

2.2 The natural frequency of roll vibrations of the Gemini space-craft capsule is approximately 0.25 (cps). The damping factor is assumed to be $\zeta = 0.5$. The square of the transfer function is shown in Figure A2.

2.3 The roll displacement spectral density is obtained by multiplying the curves of Figures 1 and 2 and is shown in Figure A3.

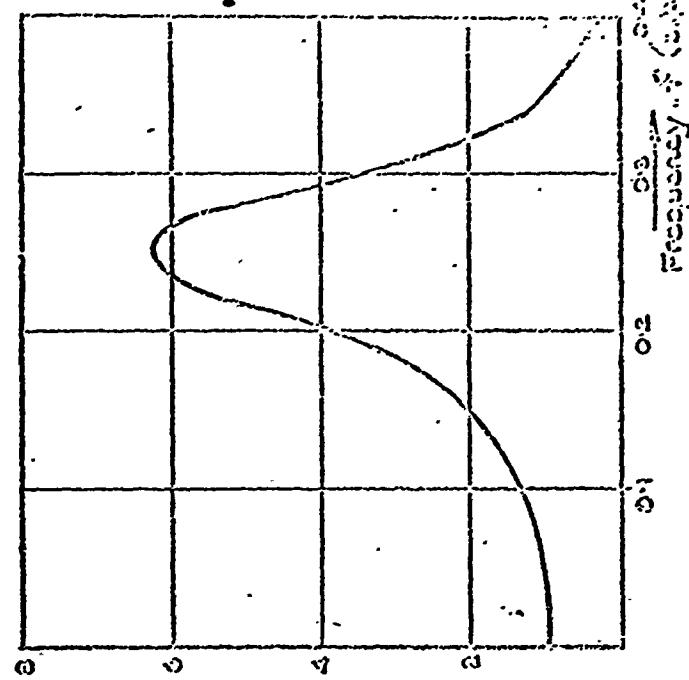
2.4 Based on the assumption that the antenna carries out flexural vibration and that it has a very small damping factor ($\zeta = 0.01$) and that its natural frequency is 1.5 (cps), the square of its transfer function for flexural vibration is as shown in Figure A4. It is also assumed that heave and pitch motion of the capsule do not contribute to the flexural vibration of the antenna, rendering the analysis presented here only approximate.

2.5 The flexural displacement spectral density of relative antenna vibration (i.e. antenna bending with respect to the capsule) is obtained by multiplying the curve of Figure A3 by that of Figure A4. The resulting spectral density is shown in Figure A5.

3.0 RESULTS

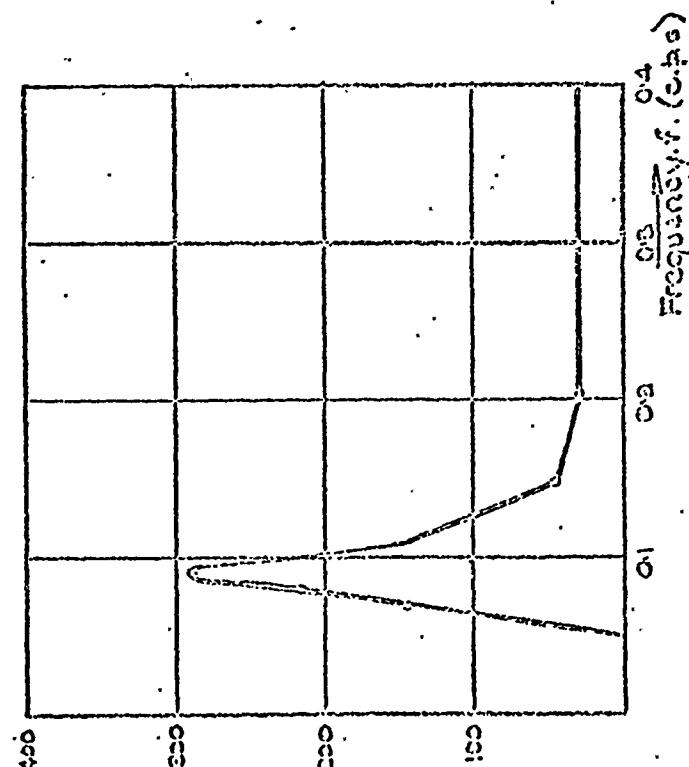
An inspection of Figure A5 indicates that at sea state 4, the Gemini HF Whip Antenna should exhibit pronounced flexural vibration at 0.09 (cps)

and 0.25 (cps). Vibration records taken during the spacecraft stability test (see letter of April 9th, 1964) have not been made available to deHavilland. It is expected than an analysis of the record would show the presence of large amplitudes at frequencies of 0.25 and 0.09 (cps).



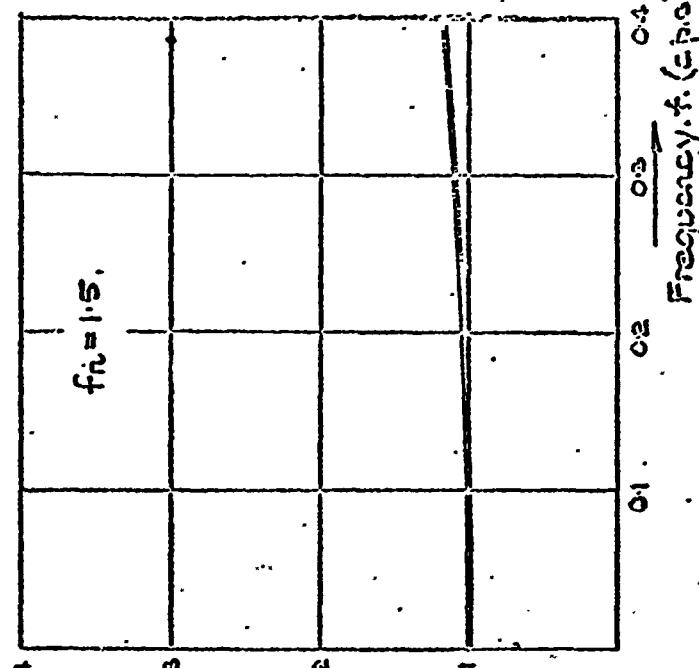
Deion-to Capacitive Transfer

FIGURE A.2



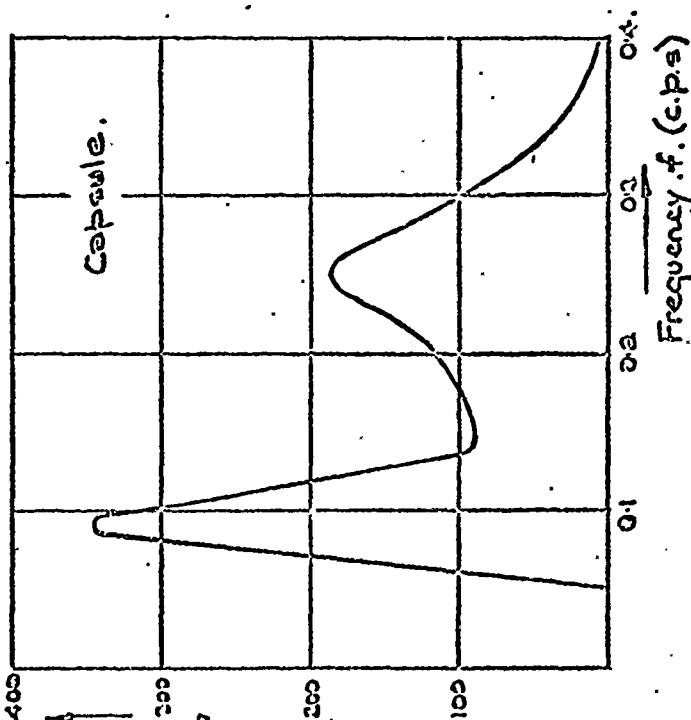
Capacitive-to-Deion Transfer

FIGURE A.1



Correlate to Antenna Transfer
Function. Square, H^2 .

FIGURE A4.



Cable Displacement (in. sec.) Spectral

FIGURE A3.

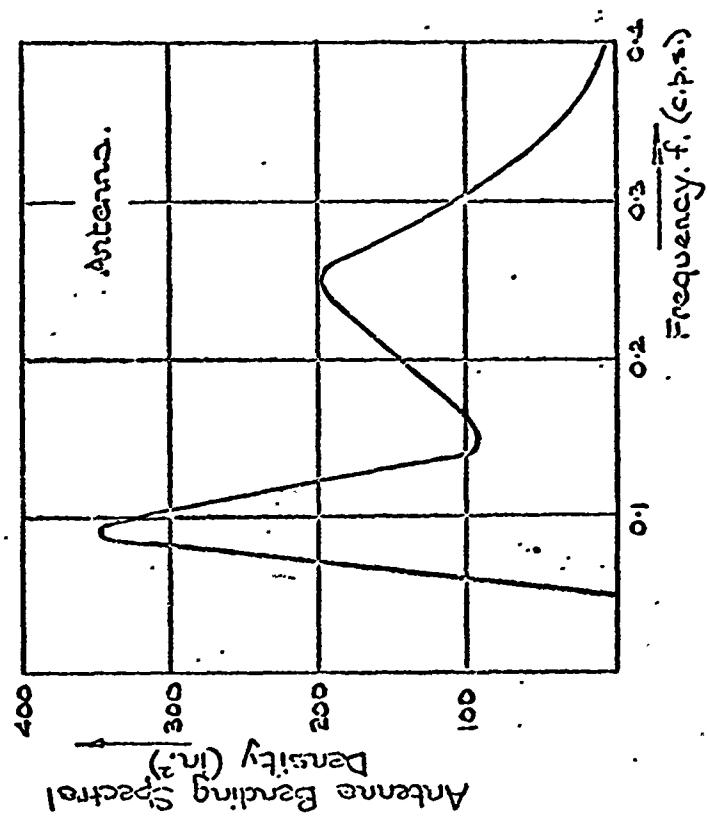


FIGURE A-5.

APPENDIX BBUCKLING UNDER VERTICAL ACCELERATION, GEMINI HF WHIP ANTENNA

Assume that a 15 (ft) antenna is mounted vertically as a cantilever. The critical load causing Euler buckling (Timoshenko and Gere) is then approximately

$$P = \frac{7.837 EI}{L^2}$$

With $E = 29(10^6)$ (lb/in²),

$$I = 1.73 (10^{-3}) (\text{in}^4)$$

and $L = 180$ (in).

$$P = 12.2 \text{ (lb)}$$

The quantity P is the total load. For one element of 180" length

$$m = g (\gamma \pi d) \div 1 = \frac{0.283}{386} (4) 0.005(180)$$

$$m = 0.00264 \text{ (lb s}^2/\text{in)}$$

The acceleration is obtained by writing

$$a = \frac{P}{m} = \frac{12.2}{0.00264} = 4620 \text{ (in/s}^2)$$

$$\text{or } a = 12 \text{ g}$$

Neglected are:

The tip weight (which would give a reduced value of "a").

The shorter elements (which would give an increased value of "a").

APPENDIX CON THE BEAT PHENOMENON OF THE GEMINI HF WHIP ANTENNA

The fundamental flexural natural frequency in one plane is

$$f_n = 0.94 \text{ (cps)}$$

or

$$\omega_n = 5.92 \text{ (rad/s)} \approx \omega_1 \approx \omega$$

In the other plane, the natural frequency is slightly different, because the inertia moment is different.

$$\frac{\omega_1}{\omega_2} = \sqrt{\frac{I_1}{I_2}}$$

$$\text{or } \omega_2 = \sqrt{\frac{I_2}{I_1}} \omega_1 = \sqrt{\frac{1.81}{1.73}} \cdot 5.92 = 6.06 \text{ (rad/s)}$$

The resulting motion of the system may be regarded as being made up of superposed principal nodes. Thus we can write.

$$x = A_1 \cos \omega_1 t + B_1 \cos \omega_2 t$$

$$y = A_2 \cos \omega_1 t + B_2 \cos \omega_2 t$$

If the system is started off with $y = 0$ and $x = A$

$$x = \frac{A}{2} \cos \omega_1 t + \frac{A}{2} \cos \omega_2 t$$

$$y = \frac{A}{2} \cos \omega_1 t - \frac{A}{2} \cos \omega_2 t$$

By employing trigonometric identities

$$x = A \cos \frac{\omega_2 - \omega_1}{2} t \cdot \cos \frac{\omega_2 + \omega_1}{2} t$$

$$y = A \sin \frac{\omega_2 - \omega_1}{2} t + \sin \frac{\omega_2 + \omega_1}{2} t$$

Now let

$$\omega_2 - \omega_1 = 2\Delta = 0.14 = 2(0.07)$$

$$\omega_1 + \omega_2 = 2\omega = 5.92 \text{ (rad/s)}$$

then

$$x = A \cos \Delta t \cos \omega t$$

$$y = A \sin \Delta t \sin \omega t$$

One complete beat cycle has a period of

$$T = \frac{2\pi}{\Delta} = \frac{2\pi}{0.07} = 90 \text{ (s)}$$

APPENDIX D

BENDING MOMENTS OF GEMINI HF WHIP ANTENNA

The bending moment applied to a boom is assumed to consist of (see also Figure D1):

| | |
|--|--|
| Self weight (at 47.5° from vertical) | 52.5° |
| Angular Acceleration (2.18 rad/s ²) of self weight | 253/s ² ~ 4.42/s ² |
| Wind Load (due to a 15 knot horizontal wind) | 28.5 |
| Tip weight (0.31 lb) | |
| Acceleration of tip weight | |

Booms of 15 (ft), 14 (ft) and 13 (ft) were considered. Optimum lengths for the nested elements were obtained and are indicated. Five elements are nested in each case, two of which are of full length. To simplify the analysis, the bending moment distribution was linearized. The results are shown in Figures D2, D3 and D4.

The following assumptions were made in the analysis:

- (a) Any influence of the normal load component of self weight and tip weight has been disregarded.
- (b) The influence of deformation upon the load has been neglected.
- (c) The aerodynamic drag coefficient C_D has been taken to equal 1.20.
- (d) The maximum permissible bending moment for a STEM section was taken to be that defining local instability, viz:

$$M = k n \frac{E}{(1 - \nu^2)} \frac{d}{2} t^2 \quad (\text{in lb})$$

with: $k = 0.75$ = experimental constant
 $\nu = 0.3$ = Poisson's ratio
 d (in) = diameter
 t (in) = thickness
 n = number of elements

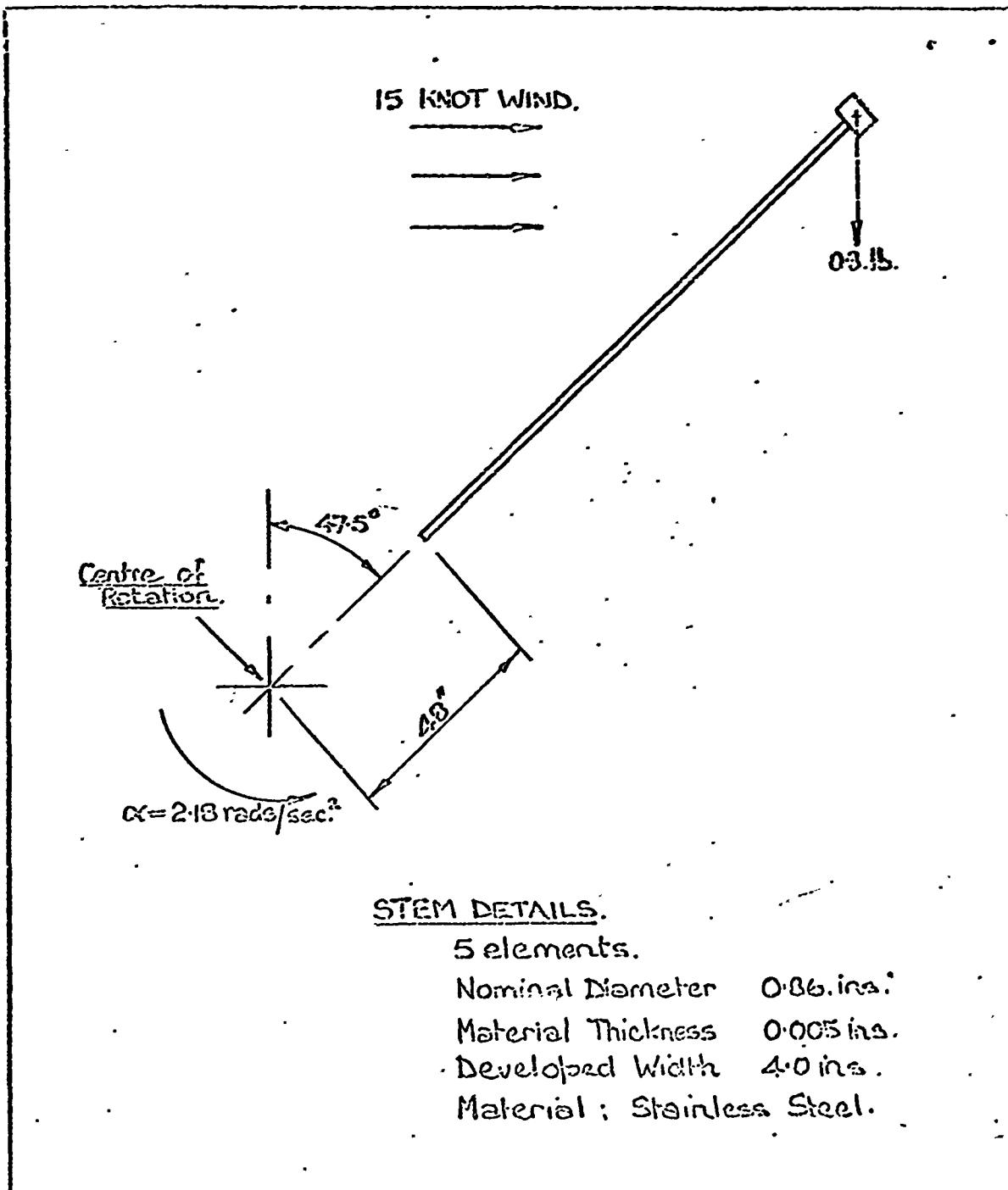


FIGURE. D1

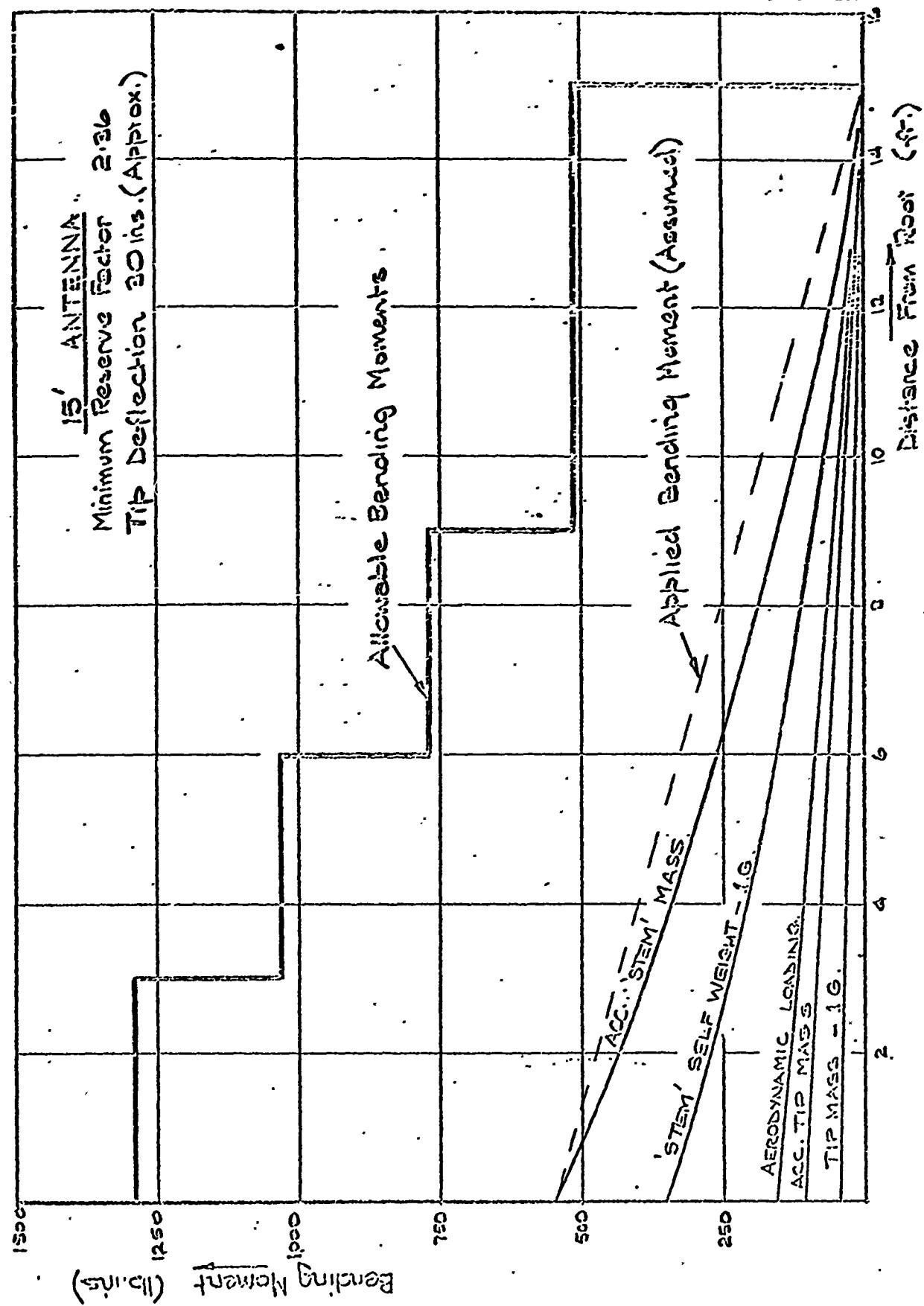
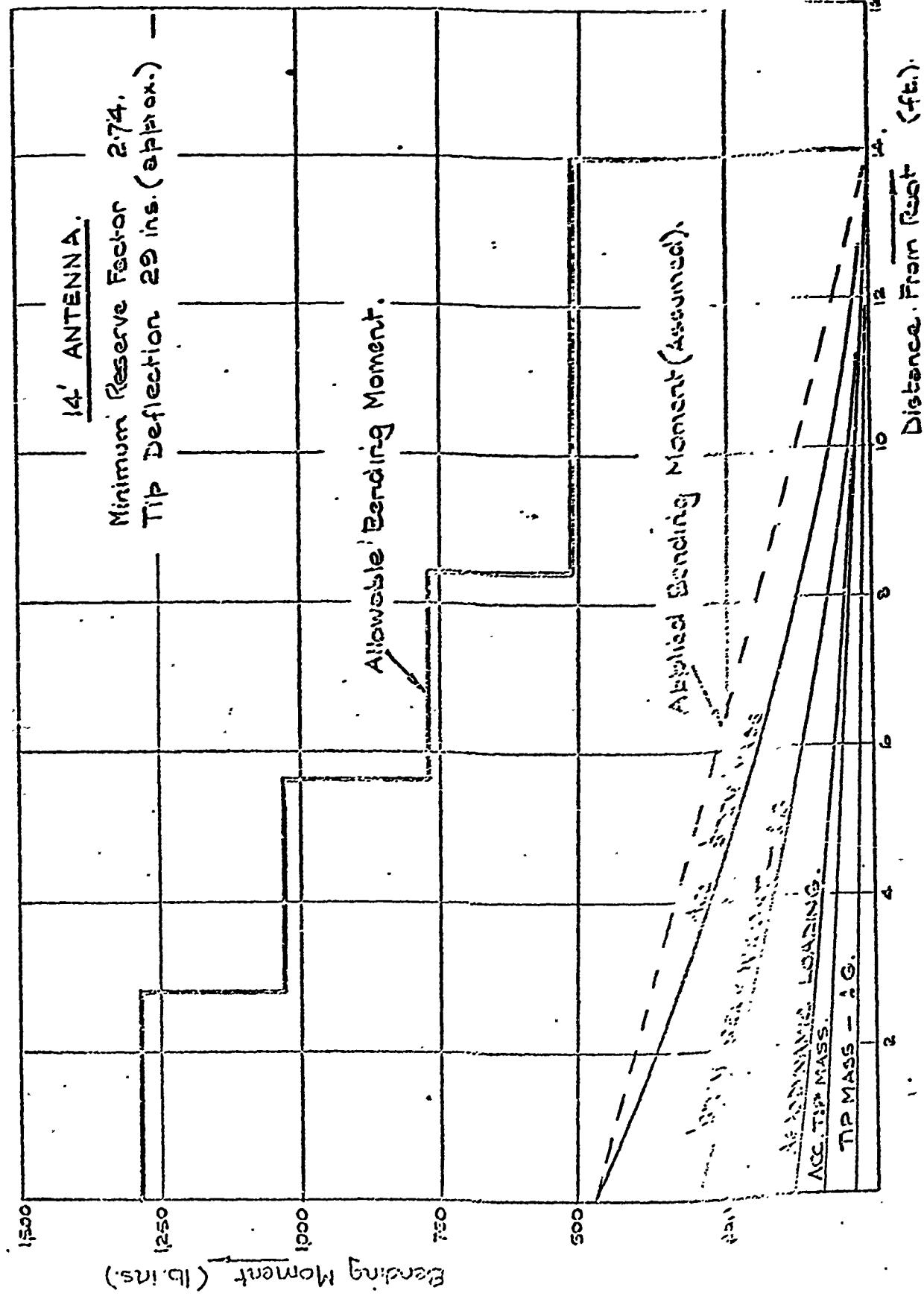


FIGURE D2.



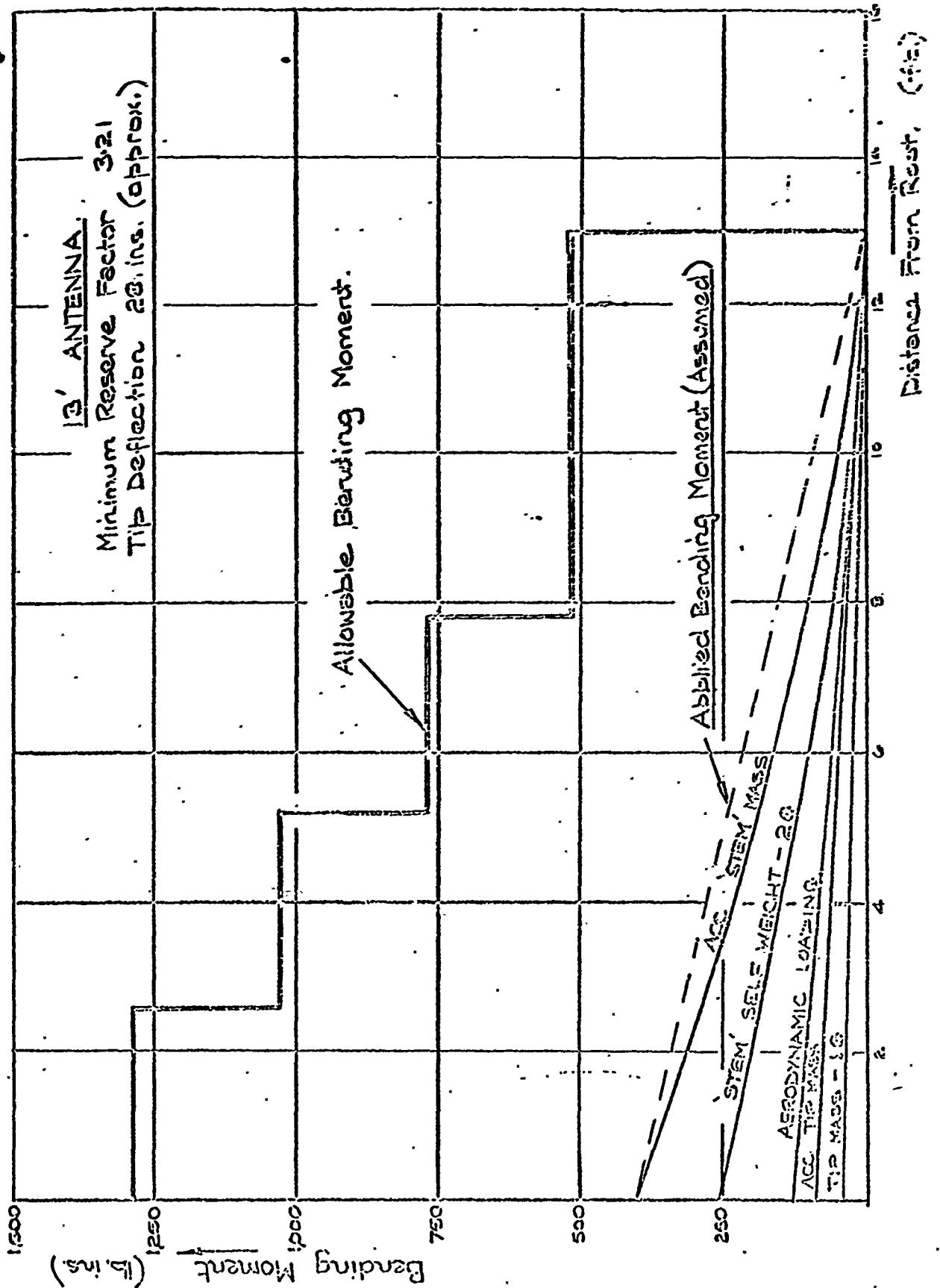


FIGURE D.4.

APPENDIX ETORSION OF GEMINI HF WHIP ANTENNA

The equation relating torque T (in lb) and twist angle φ (rad) of a Gemini HF Whip Antenna of 16 foot length, where warping is prevented at both ends, can be shown to be:

$$\varphi = \frac{7.87}{C} T$$

where $C = 1.85$ (in^2lb) is the torsional rigidity.

With ploy guide, but without tip plug (i.e., with warping prevented at root and warping permitted at tip), the twist versus torque relation becomes

$$\varphi = \frac{1.97}{C} T$$

Without ploy guide and without tip plug (i.e. warping permitted at both ends), the twist versus torque relationship is

$$\varphi = \frac{1}{C} T$$

A comparison of the results indicates that prevention of warping at one end (e.g. by a ploy guide), increases the torsional stiffness by 97% and prevention of warping at both ends (e.g. by a ploy guide and a tip plug), increases the torsional stiffness by 68%.

APPENDIX V

Background Materials on "Seastaple" Anchors

This appendix contains background material on the "Seastaple" embedment anchor; developed by the National Water Lift Company of Kalamazoo, Michigan.



NATIONAL WATER LIFT COMPANY, INC.
2220 PALMER AVENUE • KALAMAZOO, MICHIGAN 49001 • PHONE: 345-8641

17 May 1968

Mr. Frederick Hess
University of New Hampshire
Kingsbury Hall
Durham, New Hampshire 03824

Dear Mr. Hess:

Your inquiry regarding embedment anchors has been referred to me for reply. I am pleased to enclose all written material currently available.

The NWL SEASTAPLE anchor is the result of approximately six years of development covering a wide range of military and commercial moorings. You will note that NWL has placed over 200 anchorages as a part of the SEASTAPLE program, with considerable success in moorings in a variety of bottoms.

For a period of approximately two years NWL has manufactured and sold a production design of the MK 5 and MK 50 described in the attached brochure. Additionally, the operating instruction booklet may provide certain information pertinent to assembly and placement of the anchors.

Early this year we received an inquiry from Movable Offshore, P.O. Box 51936 O.C.S., Lafayette, Louisiana 70501 (Dr. Murphy Thibodeaux, Chief Engineer), which over a period of approximately three months has matured into an active interest on Movable's part in purchasing the entire National Water Lift SEASTAPLE anchor product line for use both in their own activities and for manufacture and sale to companies such as yourself. The status of negotiations with Movable at this point is that they have taken an option to buy the anchor program with contract completion anticipated by early summer.

Mr. Frederick Hess
University of New Hampshire
17 May 1968
Page Two

During this period of negotiations with Movable the two companies have agreed to follow up any important requirements for the anchor through Movable Offshore, with the direct technical assistance of National Water Lift supporting Movable in this venture. The present inventory of anchors at NWL are available to Movable Offshore and all NWL "know-how" is also available to them.

While a transition of this type sometimes generates customer problems, you may be sure that both NWL and Movable will do their best to minimize them. Under present status a discussion of procurement of any anchor for your current requirements should be made through Movable Offshore, with the full assistance of NWL. I am sure Movable will be happy to accommodate you.

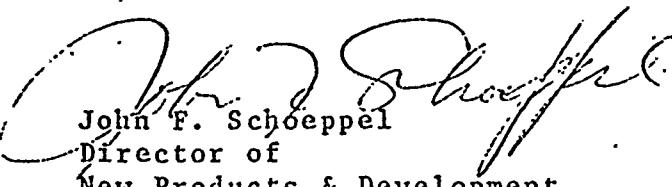
Please note that we have had particularly good test results with SEASTAPLE anchors in rock (shale and coral) as well as in more conventional bottoms. We have fired several test anchors into hard concrete with results similar to natural rock. Pull ratings in rock generally exceed the anchor ratings by 50% to 100%.

The anchors are rated in a sand or sand-clay mix and are believed to be conservative in that type of bottom.

I am sure that you will find the SEASTAPLES a most interesting product, capable of providing low cost anchorages in difficult bottom conditions. I have notified Dr. Thibodeaux of your interest in order that he can follow up your inquiry.

Very truly yours,

NATIONAL WATER LIFT COMPANY


John F. Schoeppel
Director of
New Products & Development

JFS:cc

enclosures: (1) NWL SEASTAPLE Brochure
(2) NWL SEASTAPLE Operating Instructions
(3) NWL SEASTAPLE Background

ESTIMATED ANCHOR

Table of Principal Characteristics

| | | (Approx. Value) MK 500 | (Approx. Value) MK 500 | (Approx. Value) MK 1M |
|---|----------------------|------------------------------|--|-----------------------------|
| Total Weight (Gun and Fluke) | 60.5 lbs. | 1,850 lbs. (sand & clay) | 3,900 lbs. | 10,000 lbs. |
| Overall Length | 27 inches | 8 ft. | 15 ft. | 25 ft. |
| Maximum Diameter | 13 inches | 4 ft. | 5 ft. | 10 ft. |
| Fluke and Piston: | | | | |
| Weight | 115 lbs. | 418 lbs. (sand & clay) | 2,000 lbs. | 4,400 lbs. |
| Length | 16 inches | 44 inches | 7 ft. | 11 ft. |
| Area | 0.83 ft ² | 8.3 ft ² | 30 ft ² | 60 ft ² |
| Charge (Smokeless Powder) | 1.125 lbs. | 3.5 lbs. | 25 lbs. | 54 lbs. |
| penetration (Sand & Sand Mix) | 7 ft. | 22 ft. | 47 ft. | 70 ft. |
| Holding Force (Vertical or with Scope) | 5,000 lbs. | 50,000 lbs. | over 200,000 lbs. | 500 kips |
| Status | Production Design | Production Design | Full Scale Tested, then Design Enlarged | Extrapolation Only |

ANCHOR USAGE

The following list indicates some of the more recent anchor applications:

Keyport Naval Torpedo Test Station

1 MK 50 to anchor instrumentation barge.

Naval Ordnance Laboratories

Lauderdale Test - 10 MK 5's to evaluate NWL anchor vs. competition anchors.

NOL Project White-hat

20 MK 5's, purchased as a result of the outcome of the Lauderdale test to be used to hold instrumentation packages in an underwater explosion test.

Point Conception, California

1 MK 50, 2 MK 5's - demonstration test for the oil companies (planting anchors into shale).

FRG, Emden

1 MK 50 - planted in the North Sea off of Emden, Germany, to moor an AMODCO type buoy.

Standard and Union Oils

4 MK 50's - planted off of the Oregon coast in shale to moor a drilling rig.

Naval Civil Engineering Laboratories

10 MK 5's - to evaluate deep water firing of the anchor.

Hudson Laboratories

22 MK 50's - planted on continental shelf off of Bermuda as part of the AUTEC Program.

NWL " SEASTAPLE" ANCHOR

National Water Lift Company has developed and placed on the market two models of the SEASTAPLE embedment anchors. These models are the MK 5-4000 series which is normally rated at 5,000 pounds and the MK 50-4003 series rated at 50,000 pounds of holding capacity. The NWL anchor rated holding power is based on a sand, silt, and clay combination, with the anchor being pulled in a true vertical position. A variation from this type of bottom has some effect on holding characteristic, with tendencies toward 100 percent silt reducing the holding capacities, and tendencies toward hard-packed sand increasing the holding capacities. NWL anchors have been installed in mud, clay, sand and gravel, coral, shale, and concrete in the course of a large number of firing tests.

Two fluke configurations are available for the MK-4000 series. Model 4000-1 is for sand, mud and clay, and Model 4005-1 is for coral, concrete, and shale. Both of these configurations can be interchangeably fired from the MK 5, Model 4000-3 gun.

The MK 50-4003 has a single type of fluke which has been installed in mud, clay, sand and gravel, coral and shale without changes. The MK 50-4003 series anchors are fired from the MK 50, Model 4006 gun.

Both the MK 5 and the MK 50 anchors can be surface fired or bottom contact fired. Surface firing is recommended where practical. Both have pressure switches in the firing circuit to assure safe handling when out of the water or in shallow water conditions. The guns have provisions to incorporate legs to form a tripod for setting the gun assembly on the bottom for shallow water firing or precise location firing.

The life of a SEASTAPLE when set in the bottom is known to be quite long. However, the full life of an anchorage is still unknown. In 1963, 22 MK 50 SEASTAPLES were used in the Artemis project off Bermuda. Indications are that these units are still in service.

Holding power tests made on the SEASTAPLES have clearly shown that holding power varies with bottom conditions, such as water content, soil structure, etc. The average holding power on 20 test units of the MK 5-4000 series sand fluke was 7,400 pounds. All these units were tested in sand, sand-gravel, sand-clay, and mud-sand-clay bottom conditions. The MK 5-4005

coral flukes test fired into concrete test blocks were loaded to 11,000 pounds without failure or pull-out. Coral flukes embedded in shale held to the breaking strength of the wire rope pendant, which is 13,000 pounds.

The MK 50-4003 series flukes rated at 50,000 pounds have held to a breaking strength of the wire rope pendant 170,000 pounds and have also held 74,000 to 100,000 pounds in bottoms, such as sand, sand-clay, and extremely soft shale. When the ground structural strength capabilities are exceeded the SEASTAPLE is pulled free from the bottom. In the higher loaded conditions the wings of the anchor are usually bent. In this condition the anchor could be readily rebuilt and reused again.

The materials used in the manufacturing of the anchor is 4130 steel, heat treated to RC 40-43, T1 steel at Brinnel 321 and 1020 steel as rolled. The steels selected are based on the structural requirements as dictated by the various loads imposed upon the anchor.

The pendant for the MK 5-4000 and 5-4005 anchors is improved plow steel with IWRC. The MK 50-4003 anchor uses VHS wire rope with IWRC. Corrosion resistant material could be used, depending upon the oxygen content expected.

Anchor holding capacity is a function of the anchor penetration. The MK 5 penetrates from 4 to 20 feet and the MK 50, 4 to 30 feet. An example, the MK 50 penetrates shale approximately 5 to 6 feet. The MK 5 has been driven into solid concrete to a depth of one and one-half feet, with resulting holding up to the breaking strength of the pendant. Likewise, the MK 50 has held over 100,000 on a shale installation and in several cases up to the breaking strength of 175,000 pounds of the pendant.

The anchor guns have proven capabilities of firing 15 to 20 times and can be extrapolated to over 100 shots with a chromed bore.

Preparation of the anchors, such as pre-assembly, final installation of the cartridge, and final checkout prior to lowering can be accomplished by one man. However, NWL has found it sometimes saves time to use a two-man crew.

The shipping container is designed to serve as an assembly fixture and rotating bed to ready the anchor and to elevate it to the vertical position prior to swinging over the side and lowering. With two men working as assemblers and a good

winch or crane operator, anchors can be implanted as fast as the crane operator can lower the anchor to the bottom and fire it. By using several guns the assemblers can keep ahead of the emplacement crew.

JM:cc

COMMENTS ON CERTAIN FEATURES OF INTEREST ON THE
NWL "SEASTAPLE" ANCHOR SYSTEM

Test Background

An attachment to these comments summarizes past tests of our anchor. Approximately 200 anchors of various sizes and weights have been set. Approximately 75 percent of the large anchors tested have been set in various kinds of bottoms. Our experience in both heavy and light anchors is adequate to support the operational use of this equipment at this time.

A large percentage of the anchor settings were used for test purposes and the retrieving pull required (on a vertical pull) was tested and recorded on most settings. Based on these actual tests in various oceans around the United States we have a high level of confidence on the pulling power of these anchors in various kinds of bottoms and have quantitative data on the vertical pull in a large number of tests.

Reuse of Fluke

The fluke is retrievable by means of a vertical pull which exceeds the holding power of the anchor by 50 to 100 percent. Thus, in any type of soft to firm bottoms, such as silt, sand, and silt-sand combinations, the retrieving force will be found within the limits of 50 to 100 percent over the rated pull, on a vertical basis. In case of fluke salvage of this sort you can expect a certain amount of damage to the flukes of unpredictable type. However, since the flukes are not what is known as a precision assembly the parts can be straightened or can be cut out with a torch and new parts welded in, with a consequent saving in cost from reuse. In the case of an anchor set in coral or shale reuse is not recommended, since repair costs due to the damage would exceed the cost of a new fluke.

Rated Pull

The rated anchor holding power is understood to be a straight vertical pull by means of a winch operating at a slow rate of speed.

Effect of Scope

The effect of scope of the SEASTAPLE anchor is quantitatively unknown. We do know that holding power increases with scope up to a limiting value. At this time the vertical holding power can be assumed to be conservative when the anchor is used with scope. As experience is gained an improvement factor can be assigned to various degrees of scope.

Non-Destructive Test of Holding Power

Once the fluke is in the dead-man position the force required to pull the anchor free can be estimated by pulling vertically on the anchor and measuring the creep of the anchor at various tensions. In other words, a 50,000 pound anchor could be tensioned to 25,000 pounds and the rate of creep of the winch noted, then 50,000 pounds and creep noted. From these two values the probable pull-free force can be estimated.

Safety Precautions

In general we can say that any normal kind of powder storage would be quite satisfactory with this anchor. The 50,000 pound anchor uses 3.5 pounds of smokeless powder of a conventional type. Such cargos of powder can be stored in a water-proof fashion in an area of a ship where accidental fire would not seriously damage the ship. The powder will not explode until confined and thus is reasonably safe. The use of electric firing systems with conventional igniters and conventional charging schemes means that these anchors can be set by anyone skilled in the use of conventional explosives.

With regard to conflict with regulations of different countries, we have no background in this. We would presume that handling the powder charges would involve the same regulations as one would find on use of powder explosives. These are in common use throughout the world. Powder charges for these anchors can be handled by Air Freight in the U.S. under proper shipping classification.

Substitute for Wire Rope Pendant

An investigation has been performed by NWL and engineering details worked out to replace the wire rope pendant by a chain. It appears that a chain coupling is feasible and practical. A chain coupling would last longer on the bottom, particularly in sand. Also, heavy plastic coated cable could be applied here as an alternate solution. However, to date, no test firings have been performed on this type of installation.

"Wear" on Wire Rope Pendants

One installation of MK 50 anchors has been in use since 1963. The usage is on an intermittent basis. Most design criteria has been based on a five-year life for the anchor system. However, complete data is not available to determine the exact life expectancy for various bottom conditions. Wire rope life is based on the cyclic motion at the water-bottom interface, the action of sand particles within the wire rope pendant creating chafing on the individual strands, the oxygen content of the emersion and other factors associated with the location of the anchor implantation. It is recommended that a clump be used to remove the dynamic effect of wave action on the riser to increase the mooring life. A MK 50 implanted in shale was maintained at an operating load of over 100,000 pounds with the ultimate breaking strength of the wire rope rated at 170,000 pounds.

Danger to Divers

Calculations have been made, both by the Navy and by NWL relative to the danger zone for divers during firing of the anchors. Actual experience has been had on the 5,000 pound anchor, wherein a diver was within 12 feet of the anchor. The shock wave effect pushed the diver back with no ill effects. To date, we have experienced no fish kill during the firing of any of the anchors, except for one case in which the anchor was fired in a horizontal position. Fish have been seen to jump in the area directly over the anchor when fired; however, they have swum away with no ill effects. The Navy was unwilling to comment on their theoretical calculations in the event that there may be some problem area arise. I believe that this is a consensus of opinion of anyone when being asked for a commitment of this nature. This is an area wherein each contractor must develop his own experience with his own divers to determine the level at which he wishes to work.

APPENDIX VI

This appendix contains background materials on the Sea-Fix radio navigation system, developed by Decca Survey Systems, Inc., Houston, Texas.

SEA-FIX

A Preliminary Introduction

by

Decca Survey Systems, Inc.
3418 Mercer, Houston, Texas 77027

SEA-FIX

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SEA-FIX

INTRODUCTION

SEA-FIX is an accurate electronic position-fixing system intended for hydrographic use. It was developed in answer to the need for a quick reaction time, readily transportable, reliable and accurate system for offshore operations concerning surveys, salvage, mine-sweeping, and oceanography, at a distance from land too far for the employment of accurate shore-based electronic position-fixing systems; or in a hostile situation where the land mass is untenable for any reason. SEA-FIX consists of three or four buoys housing transmitting stations, and shipboard receiving equipment. Buoy stations are designed to withstand severe weather conditions and maintain an efficient watch circle in current to 4.5 knots.

The transmitting buoys are moored at sea in a predetermined geographical pattern and energized. These buoys, designated "Master" and "Slaves", radiate electromagnetic energy on a selected frequency within the 1600-2000 Khz range. Each radiates in turn, synchronized in time sequence and phase by control signals generated by the Master station buoy. These radiated signals form stationary wave patterns in space, known as a "lattice". A receiver moving across this lattice gives continuous indication of its position with respect to the transmitting buoys. If the positions of the buoys have been accurately determined, the data given by the receiver may be converted into geographical coordinates by reference to a map or chart on which the SEA-FIX patterns (lattice) are shown.

Two types of lattice may be generated. These are hyperbolic and circular. The hyperbolic lattice consists of lines of equal phase difference between the signals received from two transmitting stations. (See figure 1). These form navigational position lines; intersection of a position-line of one pattern with a line of the other at a user's receiver fixes his position. A hyperbolic lattice, therefore, needs at least two pairs of transmitting stations to provide a "fix". In practice, the master station is common; the remaining stations are known as "Slaves". To provide all around coverage, three slaves may be used. The imaginary line drawn from the master to a slave is termed a base line. In a hyperbolic lattice, the position lines diverge as they recede from the baseline, resulting in a decreasing accuracy with distance. This decrease is shown in figure 2, a typical hyperbolic accuracy contour chart.

In cases where a high order of accuracy is required over a larger area, the SEA-FIX system may be operated in the range/range mode. The same number of patterns are generated as in the hyperbolic mode but the master station is now installed in the user's ship; this results in patterns of a circular shape, which are centered on the slave stations (See figure 3). Whereas in the hyperbolic mode any number of user's receivers may be operated on one lattice, in a range/range mode, only one receiver may use the lattice. An accuracy contour of a typical range/range configuration is shown in figure 4.

The peculiar benefit of SEA-FIX lies in the fact that it is not dependent upon shore sites for installation. It can either be sited in at known geographical points in the sea or arranged to provide a relative lattice when exact geographical reference is not required, but accurate coverage of an area is desired.

DESCRIPTION

A SEA-FIX installation ready for use is called a "Chain". In a hyperbolic chain the master control unit injects the trigger and master pulses into a transmitter at the master station. The slave stations receive these pulses, the first of which triggers the electronic timer, the second locks the control unit to the phase and frequency of the master. The slave now is "locked" to the master and

on the shipboard receiver counter which, when compared with the modern lattice charts, will give the exact distance travelled. (2) This too is predetermined. At the appropriate counter reading, the second slave is placed in operation and lowered over the side. (3) There then exists a Range/Range configuration which can be used to position the Master station. In practice the ship steams along the required range circle from one slave and lays a marker buoy in the required position as indicated by the readings obtained from the second slave. (4) Predetermined readings are taken from the standard chain configuration cables.

The master buoy is moored over the position buoy, the baseline extensions of the two slaves crossed and the chain is fully operational.

Any number of vessels may simultaneously use a hyperbolic chain, with only a receiver and track plotter aboard. However, when a high order of accuracy over a large area is desired, and the use of only one active vessel is permissible, the sea-fix chain may be rearranged into the Range/Range mode. This entails operation of the Master station and the Sea-Fix receiver aboard the vessel.

The Range/Range system offers several distinct advantages over the hyperbolic method of operation:

- A. Only two stations need be moored, thus saving time and maintenance.
- B. Computation of a hyperbolic lattice is avoided. The position lines are circles centered on the two slaves.
- C. The measurements are unaffected by "lane expansion" and so the effects of phase errors in terms of distance are relatively small over the whole area of coverage. The area covered by the high-accuracy contours is much greater than that of the hyperbolic chain.

To establish a range/range chain, only the slaves are moored, as in a hyperbolic chain. The ship then steams off a distance and measures accurately the range to each of the slaves. Several of these measurements compared with receiver counter readings will indicate the fractional lane constant error which must be subtracted in preplots and post plots of the area coverage.

Accuracy contours for typical hyperbolic and range/range chains have been shown in figures 2 and 4. Each of the systems have their appropriate use and either will give repeatability accuracy well within the practical requirements of modern hydrography and oceanography. Repeatability of the hyperbolic mode of operation is accurate to within .01 Lane. Of the range/range mode, .015 Lane.

MAINTENANCE

The SEA-FIX buoys are constructed of a low-maintenance material and require only occasional cleaning. A Lister LP1 diesel motor generator is utilized to provide long life and minimum maintenance. It can, however, be removed from the buoy and serviced by any competent diesel mechanic when required. It is recommended that at the end of each survey, the diesel be removed from the buoy and thoroughly cleaned.

The electronic equipment is of solid-state modular construction and requires a minimum of attention.

An operating chain must be serviced at least each 30 days.

One qualified technician is required for overall maintenance of the chain. He will be stationed aboard ship with the receiver. Utilizing the receiver aboard ship he can make rough checks of the slave operation, and with the proper test equipment can provide field maintenance and overhaul of the total chain when it is hoisted aboard ship.

A space aboard ship is required for the maintenance technician, in which he can store test equipment and spare parts, and perform bench maintenance of electronic units. In chains which operate for very long periods between recovery, it is advisable to have spare transmitters and control units to facilitate servicing. This permits replacement of units and assures a minimum down time of the chain.

SYSTEM CHARACTERISTICS

| | |
|--|---|
| Transmission (frequency) | Nominally in the band 1600-1800 kc/s (kHz) |
| Trigger frequency | Transmission frequency less 60 c/s (Hz) |
| Type of transmission | Interrupted continuous wave, time multiplex |
| Switching rate | Five times per second |
| Radiated power | Approximately 1.5 watt from <u>30 feet</u> vertical antenna |
| Maximum operating range (over sea) | 30 N Miles |
| Maximum receiver speed | One lane per second |
| Power supply | From 22V to 28V d.c. provided by Lister LP1 Diesel M/G delivering 15 A at 24 VDC |
| Refuel time | 30-days |
| Fuel | 10 gallon-consumption rate of 1 lb/day |
| Instrumental Accuracy | Better than 0.01 lane |
| Typical Positioning Accuracy of the System | Better than 1 meter on the baseline under optimum conditional. This figure represents long-term and short-term repeatability over sea water at the 65% probability level. |

BUOY STATION CHARACTERISTICS

| | |
|--|--|
| Buoy station complete (without moor block) | 1000 lbs dwt. 2800 lbs net buoyancy 18' loa. 4' draft, 32' height above water to tip of antenna. |
|--|--|

THE BUOY

| | |
|----------------------------|---|
| Length | 18' divided into two 9' unsinkable sections |
| Depth | 4' |
| Beam | 2' |
| Weight in air (less equip) | 600 Lbs. |
| Mooring Equipment | Integral mounted reel w/200' of 3/16" wire rope. 60' elastic accumulator. (1500 lb concrete block with short length 2" chain is customer furnished) |
| Watch Circle | 5' in 180' water depth @ 1.5 Knot current 10' in 200' water depth @ 2.5 Knot current |

OPERATION

On preparing the chain for operation, (figure 12) the two halves of each buoy are married and mated: The ballast block is secured to the bottom sections of the mooring mast pipe. The electronic equipment is checked for proper operation and the batteries are tested. The diesel generators are started to ensure proper operation and the fuel supply is checked. Then, when the ship is exactly in position, the first buoy is listed clear of the ship, the anchor block is fitted and made ready for lowering. The anchor block is lowered by a separate, buoyed line (figure 13) which is allowed to float after the station is moored, and is used to retrieve the block and anchor line. If circumstances do not permit recovery of the mooring gear, it may be released from the reel and allowed to fall to the bottom of the sea.

As the anchor block is lowered, the wire rope on the buoy reel will pay out until the block reaches the bottom. At this instant, the reel is locked and will maintain a tension of 500 lbs on the line to ensure the minimum watch circle for the buoy. The station is operating.

The ship will then proceed to each of the other predetermined locations and follow a similar launching procedure for the other buoys.

There are several methods of laying the chain and placing it in operation. Among which are:

- A. Known predetermined geographical positions for master and each slave.
- B. Crude positioning of the master by means at hand and positioning of slaves by electronic relationship to master.
- C. Laying the chain to match a predetermined lattice.

It is to be noted that the exact geographical coordinates of an offshore operating area required for A above will seldom be known within the accuracy of a few feet. Consequently, the SEA-FIX system will more often be positioned using method B (figure 14) by fixing the position of the master station by dead reckoning, astro-fix, or some other electronic positioning means such as radar.

The master station is planted based on such location information as is best determined with the tools at hand. (1) the ship steams on a bearing along one edge of the desired operating area, estimating its position from the master station by the best means available. When a baseline of appropriate length, say 15 miles, has been covered, the first slave is lowered into the water in the same manner as the Master, operation checked, and moored. (2) The ship then steams across the extension of the baseline from master to slave and the pattern reading of the appropriate counter in the receiver is logged. (3) From the slave, the ship steams off on a bearing such that the angle made with the first baseline is 30 degrees. After a further 25 miles, the second slave is lowered and moored as before. (4) The baseline extension of this slave/master combination is crossed and the appropriate pattern reading on the ships receiver is logged. (5) Finally, the vessel returns to the master station, approximately 15 miles away. (6) This chain will then have an angle between baselines of about 120 degrees. For most purposes, base angles of 120-150 degrees have been found to give the best compromise between accuracy and area of coverage. At the master both baseline extensions are crossed and the pattern counter readings again logged; subtraction of these readings from the previous individual slave baseline readings gives the length of each baseline in lanes.

This information is given to the cartographer who will prepare the hyperbolic lattice. In addition to this input, the cartographer must know the general layout of the chain and the speed of propagation of radio waves within the area illuminated by the chain.

Although less accurate, method C (figure 15) is preferred for speed of establishing operations. In this method, lattice charts are prepared by the cartographer to suitable scales, in advance. Each vessel engaged in the operation is provided a quantity of each lattice chart. The chain-laying vessel then prepares the buoys for launching as indicated above. However, in this method the slaves are laid first. The master and one slave are placed in operation on deck of the vessel. (1) The slave is lowered over the side and moored. The vessel proceeds on a heading toward the desired location of slave number two. The master buoy aboard the vessel and the slave in the water will provide a reading

contains a phase datum which is continually updated by and kept in phase with the master transmission. Each slave control unit then in time sequence injects a pulse into its associated transmitter. The slave radiated signal, together with that of the master, is picked up by the user's receiver, which sees two sets of hyperbole as it traverses the operations area. Where three slaves are used, three sets of hyperbole are generated called patterns I, II, and III. Any two patterns are selected by the user; the position lines of each are registered on numerical counters. At any given instant, a fix is provided by the observed readings on both counters.

In a range/range chain two slaves are positioned as in the hyperbolic chain; however, the master station is installed aboard the ship together with the user's receiver. When the ship traverses the operations area, the baselines created between the master aboard ship and the anchored slaves vary in length and the user's receiver sees patterns of circular position lines centered on the respective slave stations. Fixes are registered by the lane counters as before, except that counts are arranged to ascend as distance from the slaves increases, whereas in the hyperbolic chain, the counts increase with distance from the master station.

As indicated in figure 5 (timing chart) a sequence of transmissions occurs five times a second or once every 200 milliseconds. The trigger pulse occupies the first 20 milliseconds of a sequence followed by a 10 millisecond buffer period to ensure that the slave timer is synchronized. The master transmitter buoy then radiates for 40 milliseconds, followed in time sequence by each of the slaves. All of the buoys radiate on the same frequency with the same power and bandwidth.

The master station consists of a Master Control Unit and Transmitter (see figure 6), Diesel Generator, batteries, fuel supply and antenna mounted in a buoy and designed for unattended operation for periods extending as long as 30 days. Alternate power supplies are available. Batteries alone may be used for operating periods up to four days. A "pinger" can be added to each buoy to facilitate location and recovery in emergencies.

Each slave station consists of the same elements as the transmitter station except that a slave control unit is used.

Each of the buoys is identical in appearance (see figure 7) and each is moored with an identical, one-point moor consisting of 200' of 3/16" wire rope cable wound on a winch atop the buoy and attached at its free end to a block of concrete and a danforth anchor.

As an alternative floating station, Decca offers SEA-FIX mounted in inflatable rafts suitable for short-term operations in moderate to smooth sea environments (see figure 8). The equipment is housed in water-tight fiberglass molded containers and is secured in the raft at time of launching. The raft reduces to two packages: a 42" x 20" cylinder and a 34" x 25" x 5-1/2" carrying case.

The shipboard installation consists of a SEA-FIX receiver, associated power source, and an antenna mounted as near the electrical center of the vessel as possible. The receiver is generally mounted at the plotting position within the bridge and can be installed either temporarily or permanently (See figure 9).

In addition to the receiver, a Decca Track Plotter is installed. (See figure 10). The Track Plotter accepts SEA-FIX receiver outputs and displays lane count readings in rectilinear coordinates plotted on a graph by a stylus. By use of the track plotter a continuous recording of position is maintained as an aid to steering and/or as a permanent record of the area covered by the vessel.

The mooring system (see figure 11) consists of a 4" diameter drum wire reel with a disc brake, upon which is rolled 200' of 3/16" diameter wire rope. The reel is mounted atop the buoy and feeds the mooring wire through the center of the buoy and its ballast, to end in a 60' length of elastic shock cord. The shock cord consists of 4 elastic cords 3/4" diameter. Permanently secured to the free end of the cord is a three foot length of 1/2" chain. This chain connects the mooring harness to a 1500 lb. concrete block and a steadyng danforth anchor. The system is designed to maintain a mooring tension of 500 lbs which will ensure that the buoy maintains a minimum watch circle in conditions of heavy seas or high current.

THE GENERATOR

| | |
|------------------------|---|
| | Lister LPI Diesel generator developing 1.8 hp. 1800 RPM |
| Output | 15 amps @ 24 volts |
| Batteries | 2,12 volt 100 AH heavy duty |
| Operation | Demand. Automatically starts when battery voltage decreases to 22.5V and runs until batteries are charged to 90% of maximum capacity. |
| Fuel | Diesel fuel |
| Fuel Capacity | 10 gallons to provide an operating period of 30 days |
| Fuel consumption | 1 lb per day |
| THE ANTENNA | 30' fiberglass |
| THE TRANSMITTER | Decca SEA-FIX solid state |
| Power output | 1.5 watt |
| Power input | 2 amps at 24 volts, key down condition-.6 amp Avg current |
| THE CONTROL UNIT | Decca SEA-FIX master and slave control units |
| Power input | .6 amps at 24 volts |
| SHIPBOARD INSTALLATION | |
| THE RECEIVER | Decca SEA-FIX receiver designed for shipboard temporary or permanent mounting |
| Power input | 2.7 amps at 24 volts (provided from batteries or vessel) |
| Readout | Decca counter numerically indicating lanes and parts of a lane suitable for 2 simultaneous readouts |

THE TRACK PLOTTER

Rectangular coordinate plot of course made good by vessel.

Power input

2.5 amps at 24 volts

paper

Decca #350/VG Graticulated rolls 20' or 120'

stylus

Biro ballpoint 6/346A - Red, Green or Blue

TABLE OF WEIGHTS AND DIMENSIONS

| ITEM | WEIGHT | LENGTH | WIDTH | HEIGHT |
|--------------------------|------------|------------------|-------------------|--|
| BUOY STATION COMPLETE | 1000 lb | 18' | 2' | 32' to tip of antenna |
| MOORING HARNESS COMPLETE | 1750 lb | | | (including 1500 lb concrete block) |
| TRANSMITTER | 6 lb | 24" | 9" | 6" |
| CONTROL UNIT | 10-1/2" | 24" | 9" | 6" |
| ANTENNA | 64 lb | 30' | whip base mounted | |
| GENERATOR | 140 lb | 17-3/8" | 12-7/8" | 17-1/8" |
| BATTERIES | 60 lb ea | 16" | 8" | 8" |
| FUEL CONTAINER | 10 gallons | integral to buoy | | |
| RECEIVER | 29-3/4 lb | 17-1/4" | 12-7/8" | 8-1/2" |
| TRACK PLOTTER | 54 lb | 17-1/2" | 15" | 15-3/4" |
| INFLATABLE STATION | 900 lbs | 12' 6" | 4' 10" | 3' (top of case to bottom of raft) |

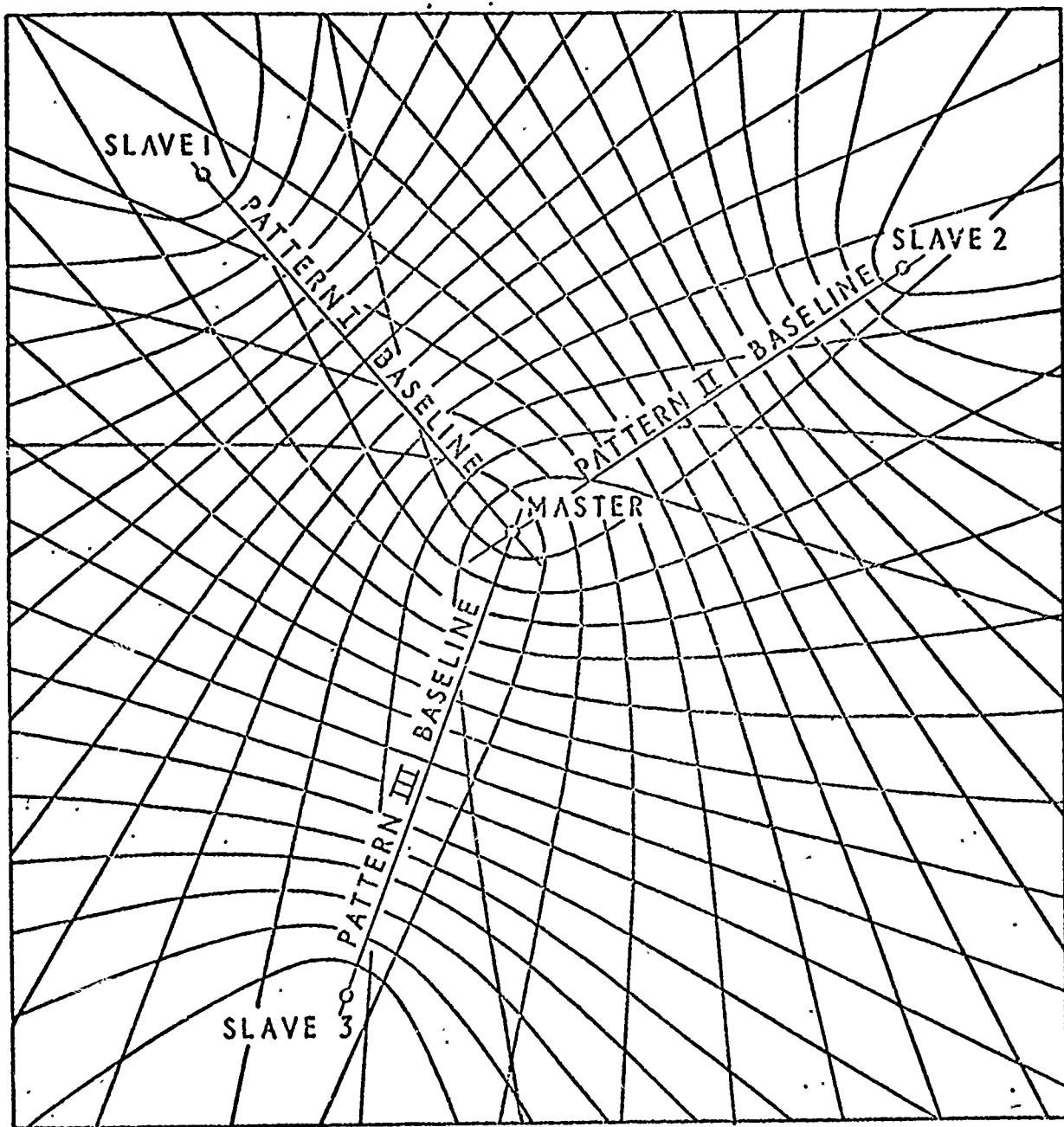


Fig. 1. Typical Hyperbolic Lattice for all-round Coverage

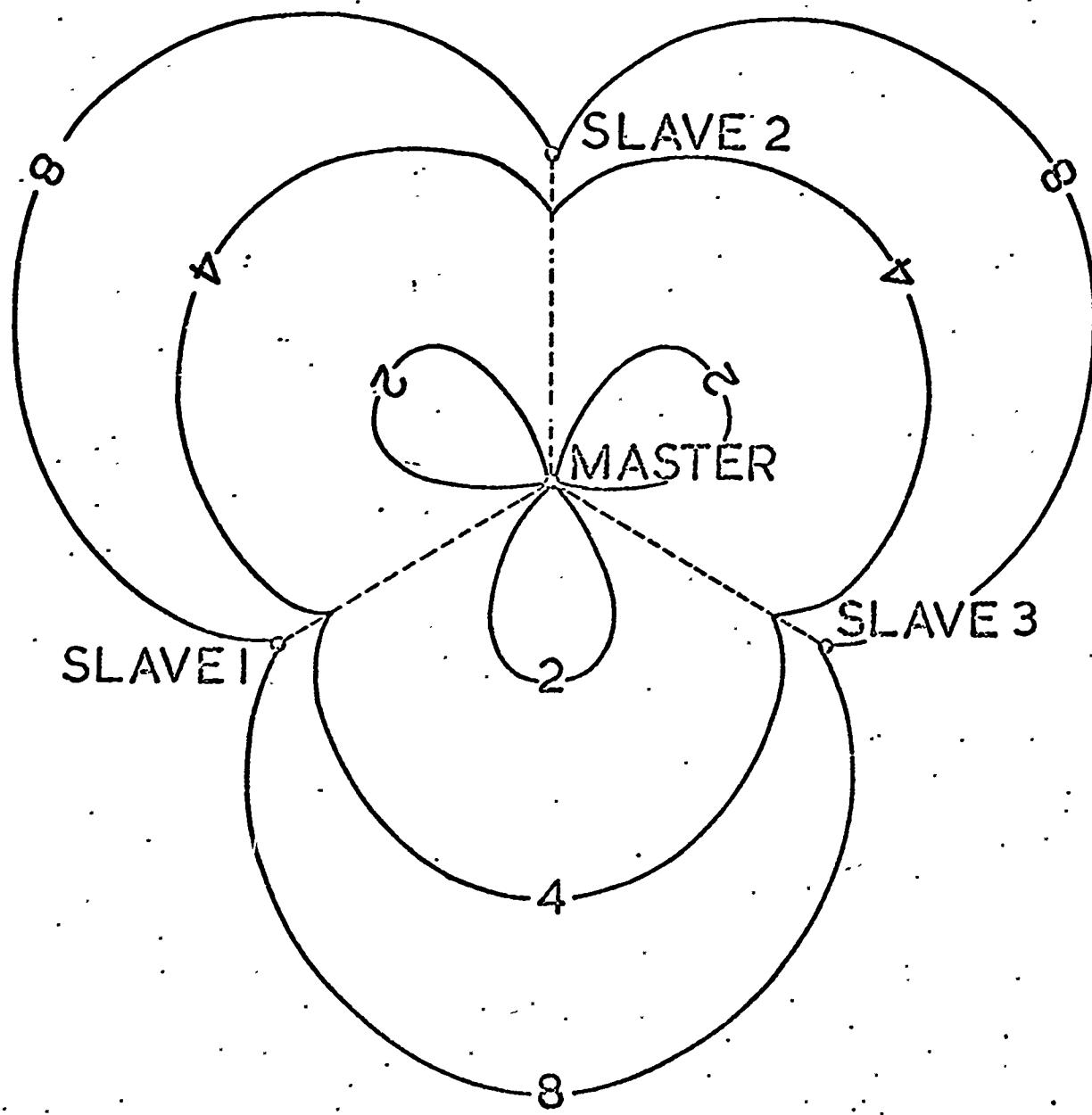


Fig. 2. Accuracy Contours in metres for the Chain Layout of Fig. 1. Standard Deviation of 0.01 Lane.

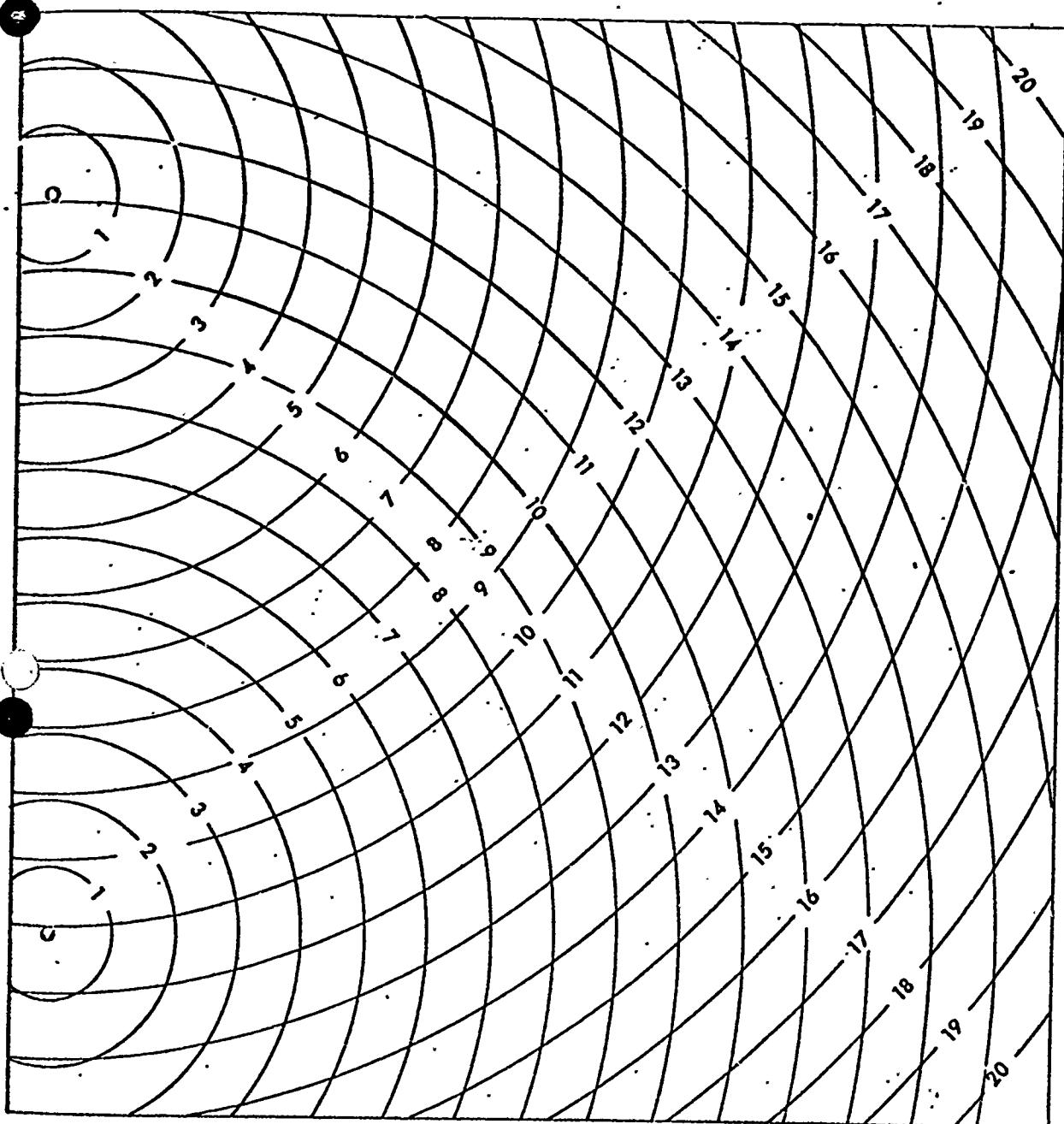
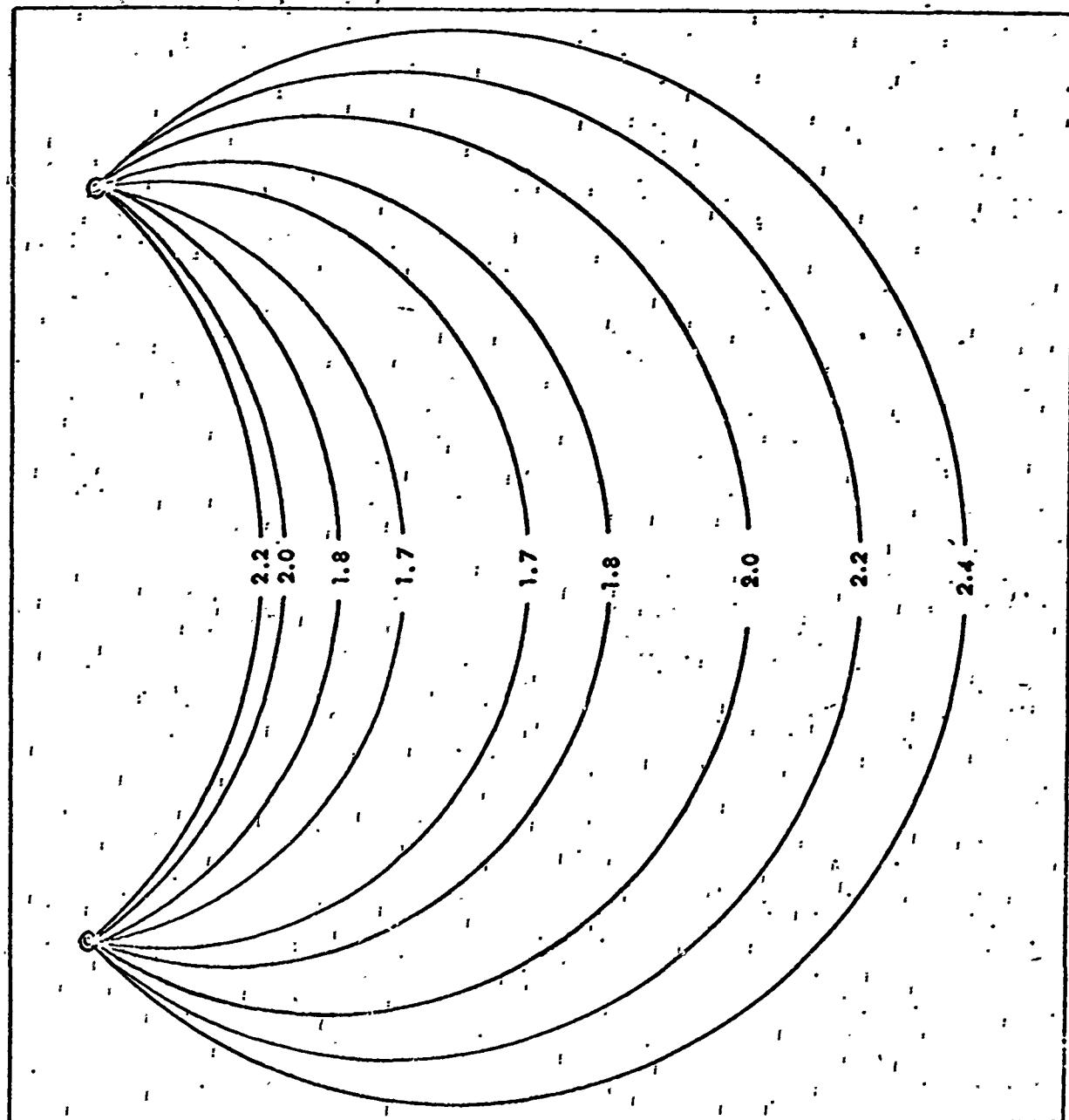


Fig.3 Typical Two-Range Configuration



Accuracy contours in meters for the chain layout of the two-range moor shown in fig. 3

fig.4

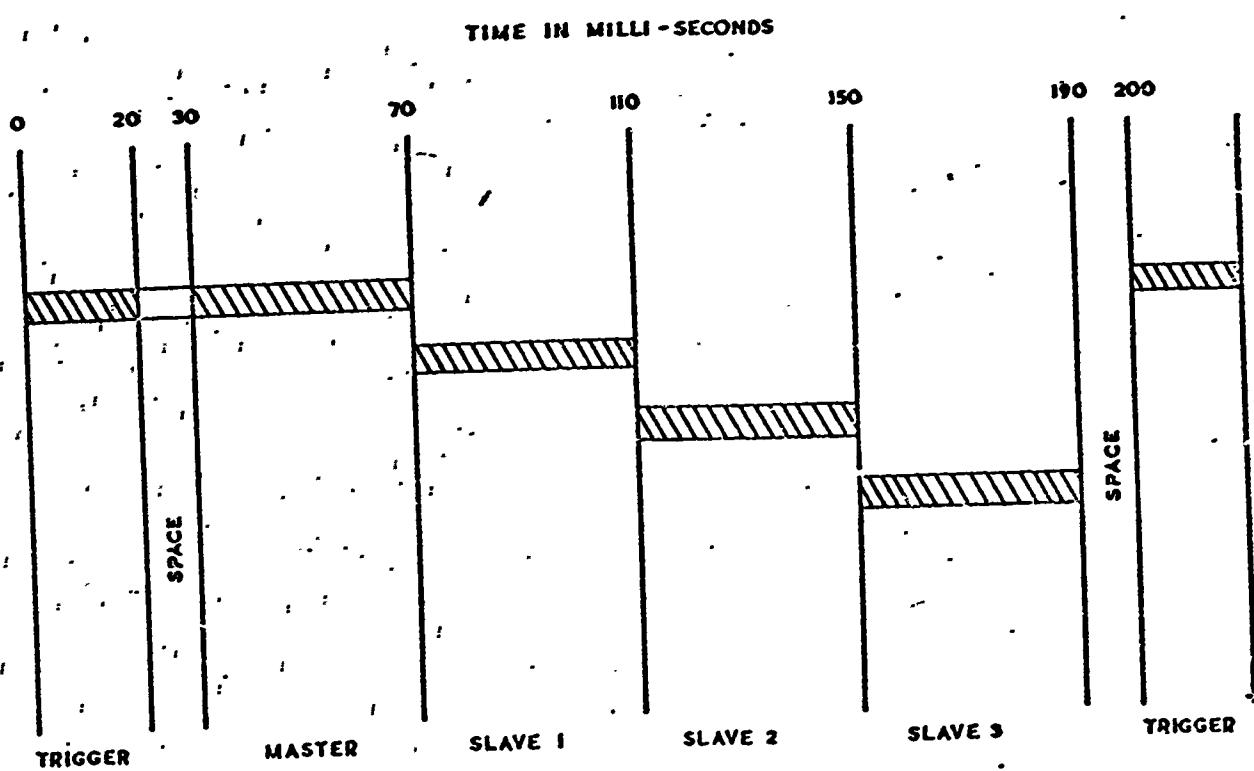
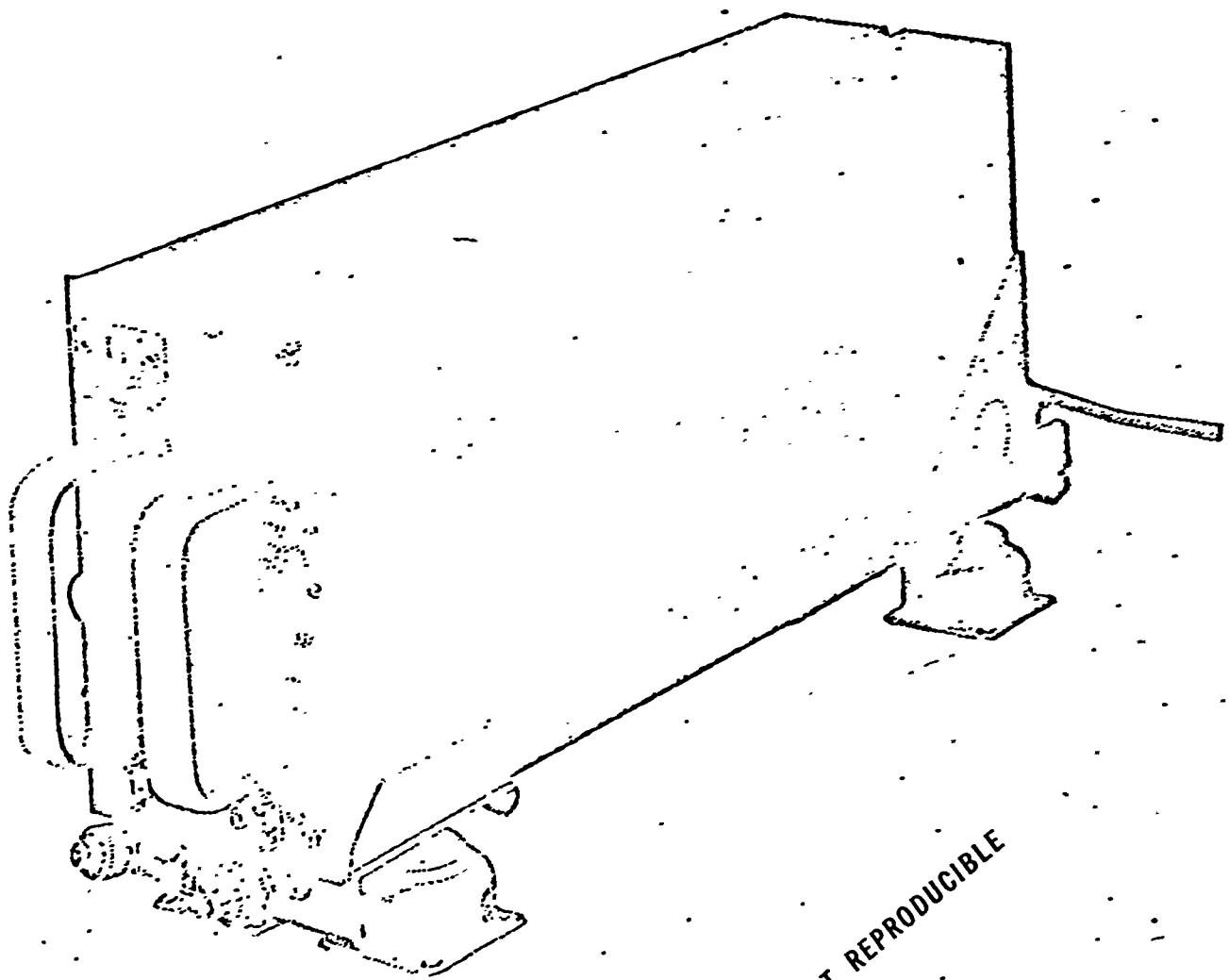
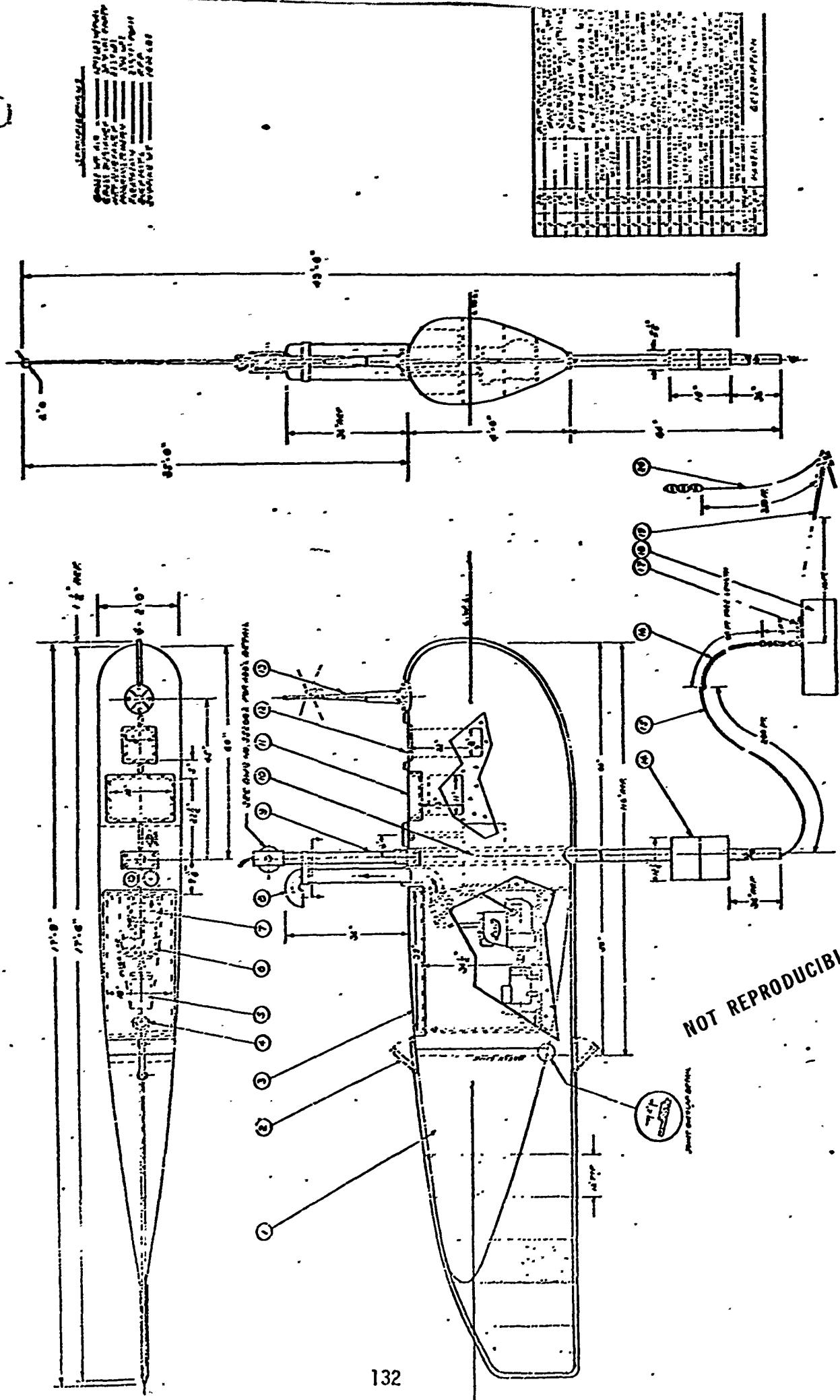
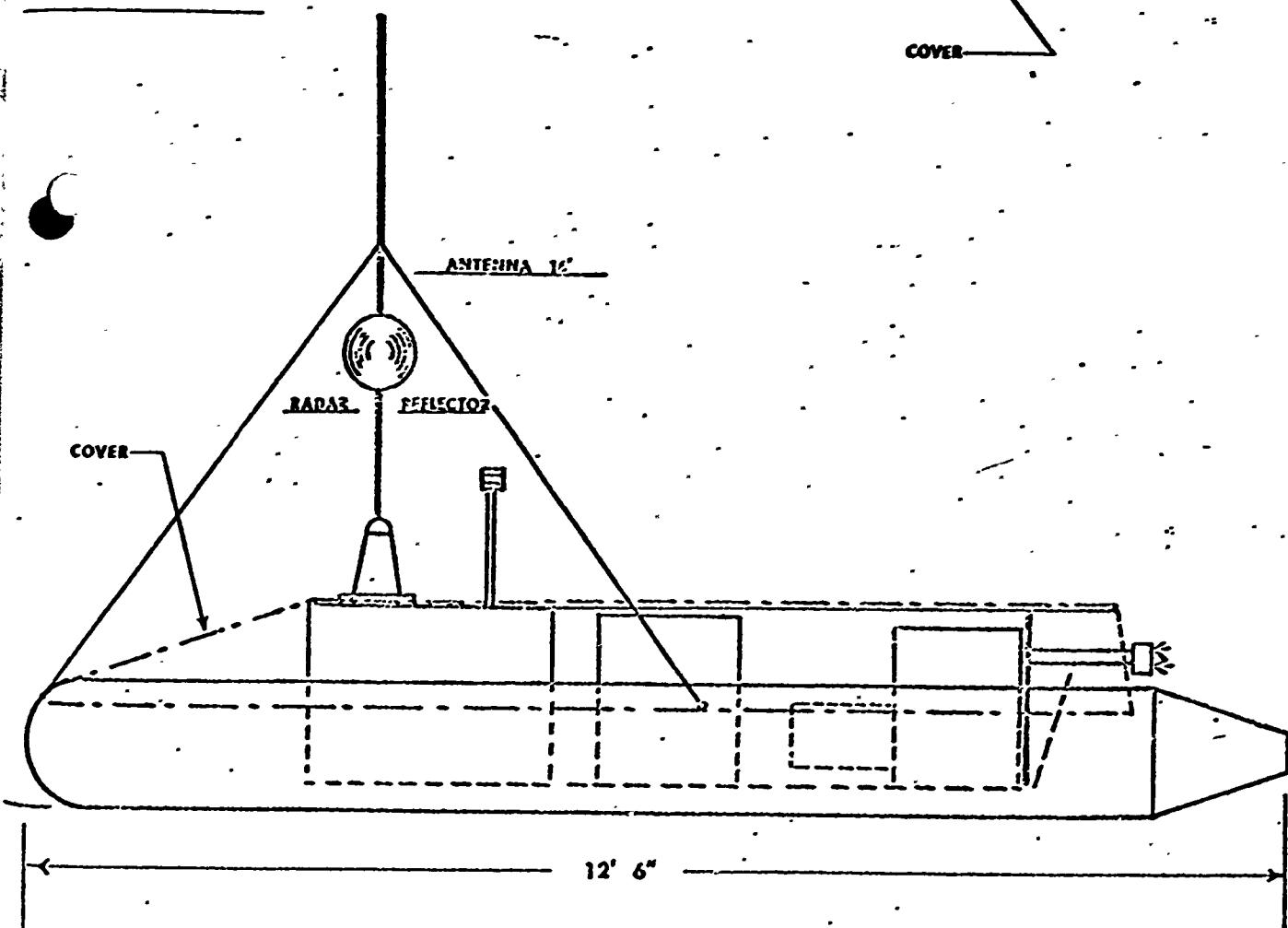
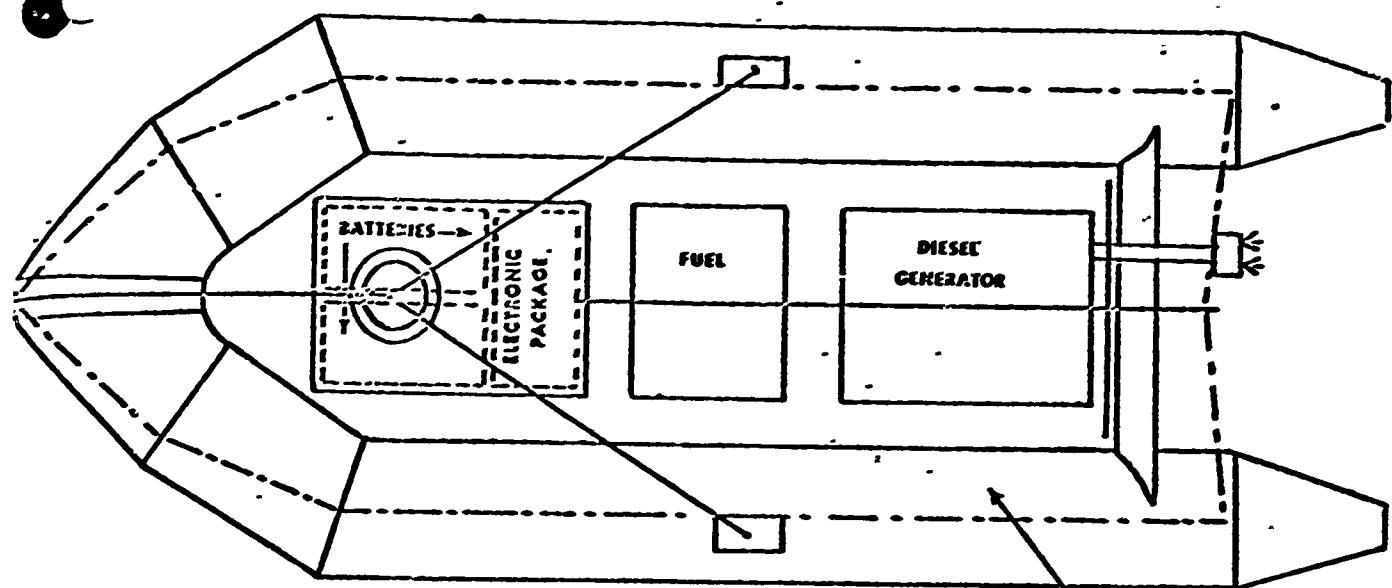


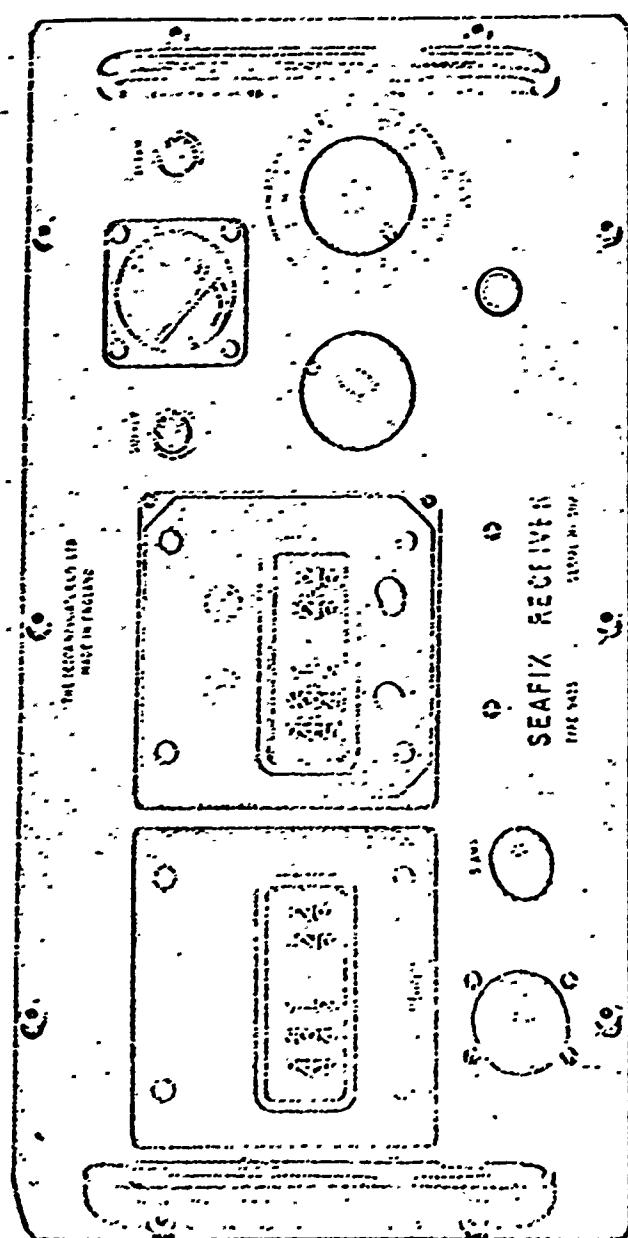
Fig. 5. Time Sharing of Master & Slave Transmissions



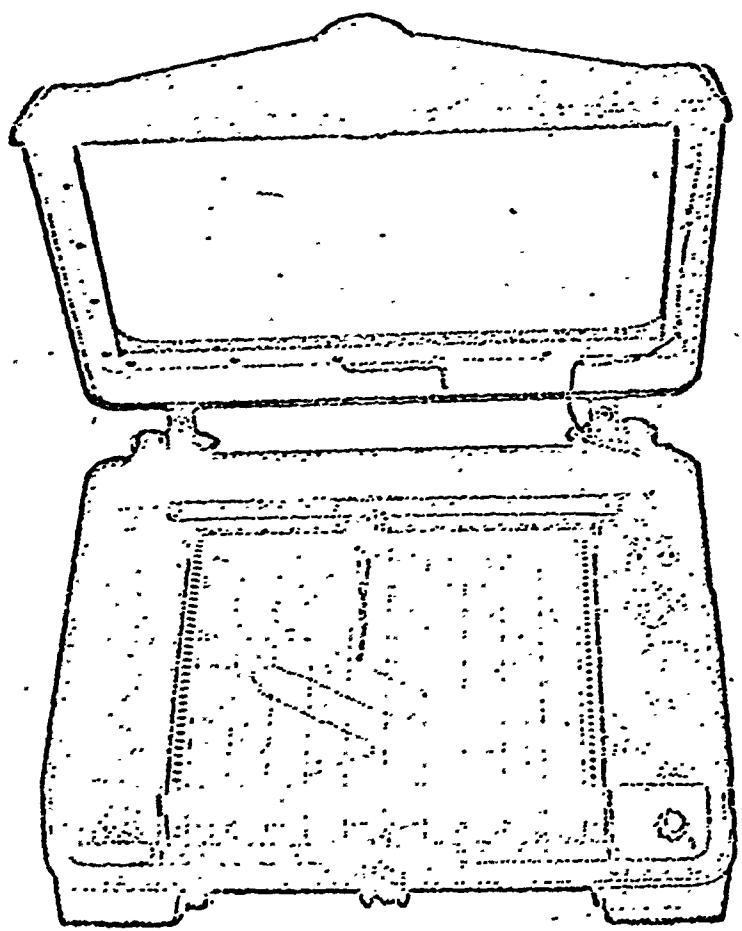
NOT REPRODUCIBLE







NOT REPRODUCIBLE



NOT REPRODUCIBLE

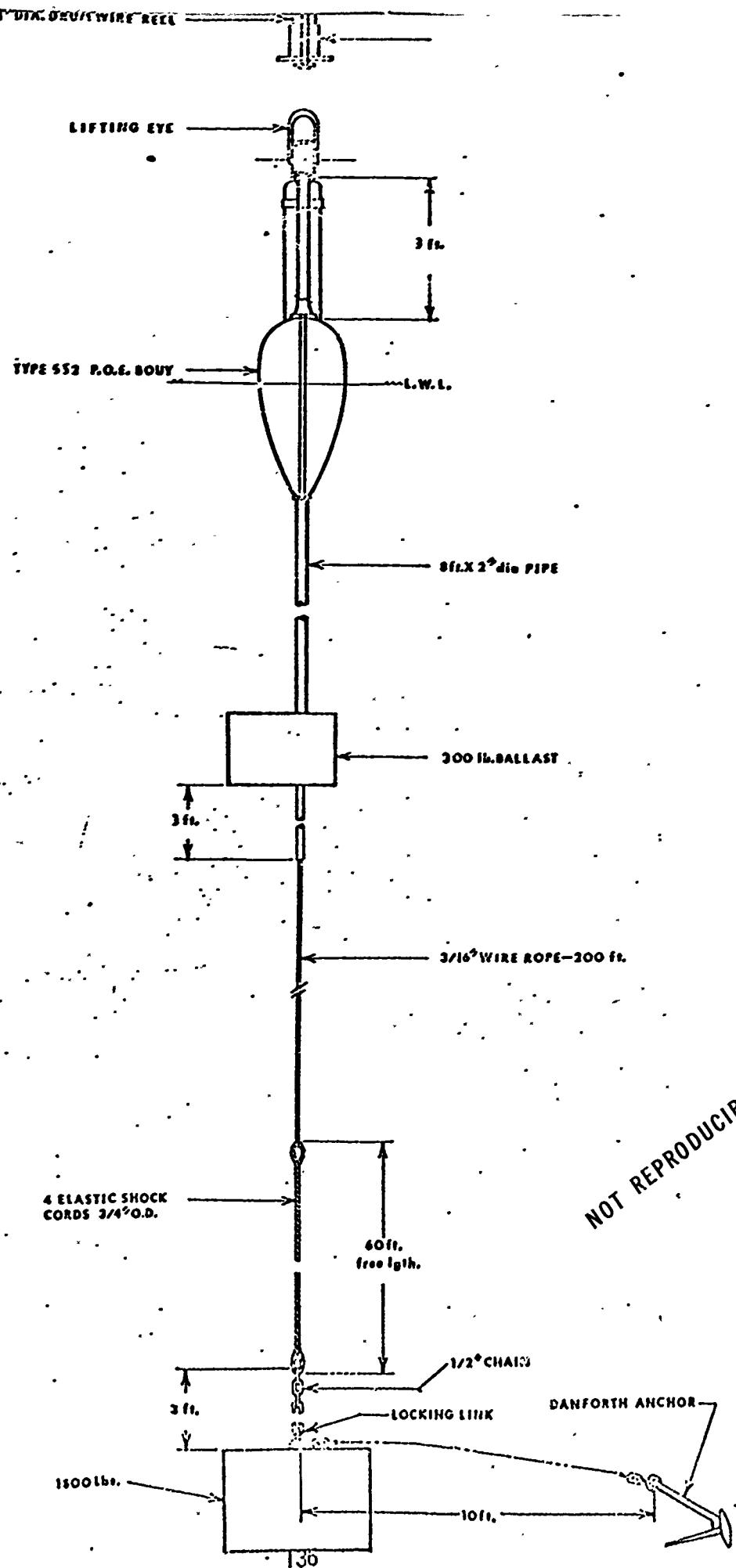


FIG. 11

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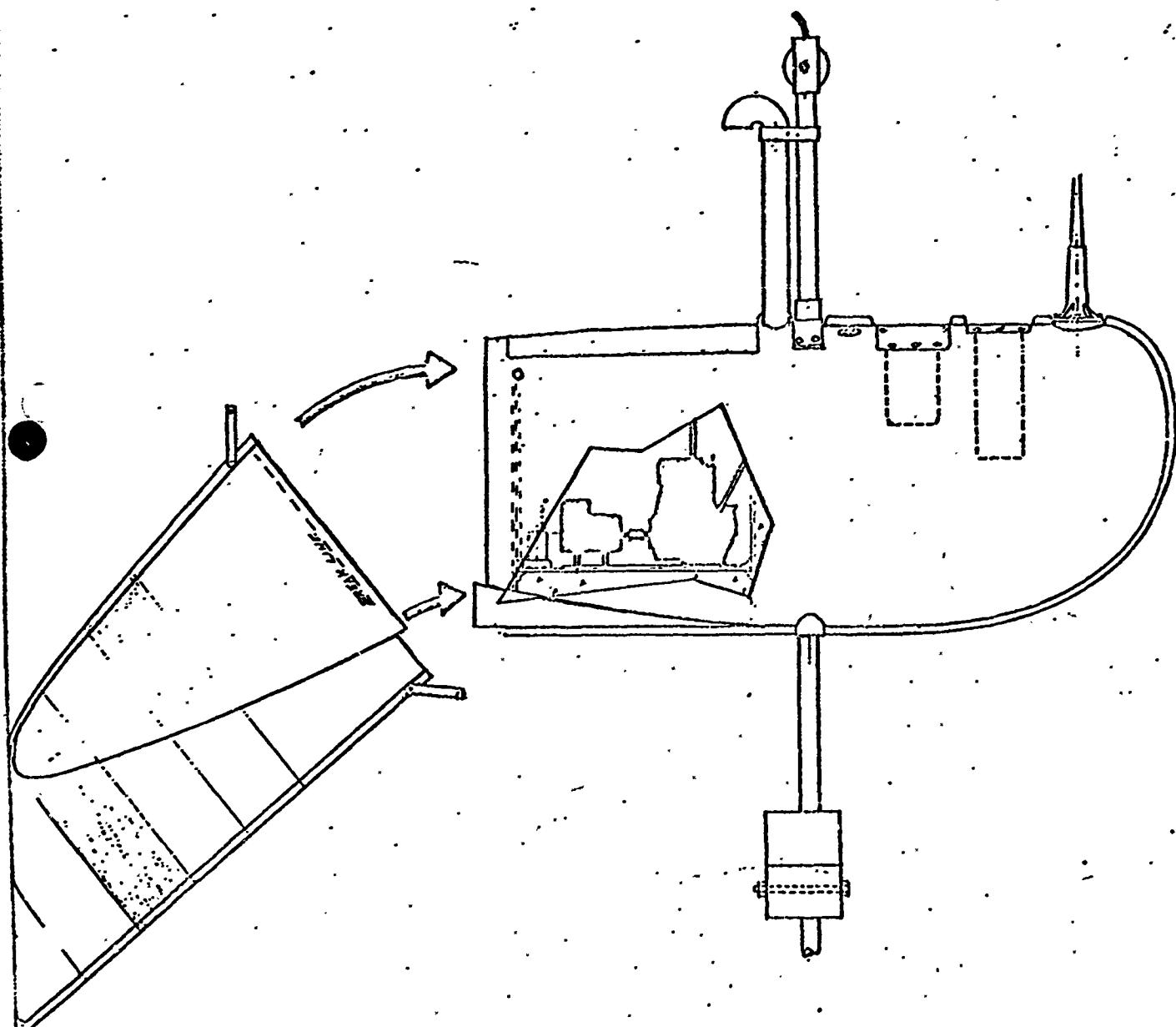


Fig. 12

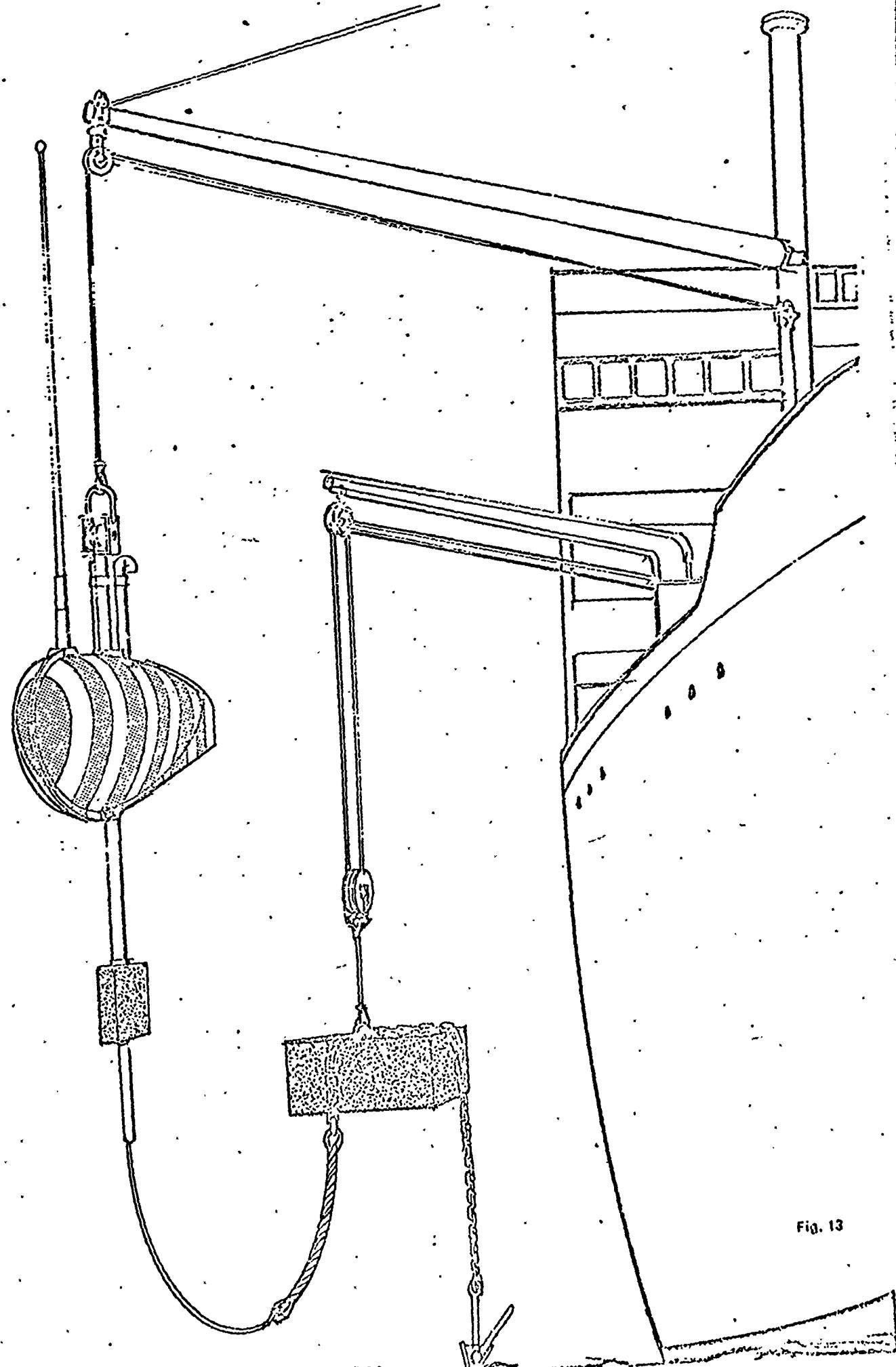


Fig. 13

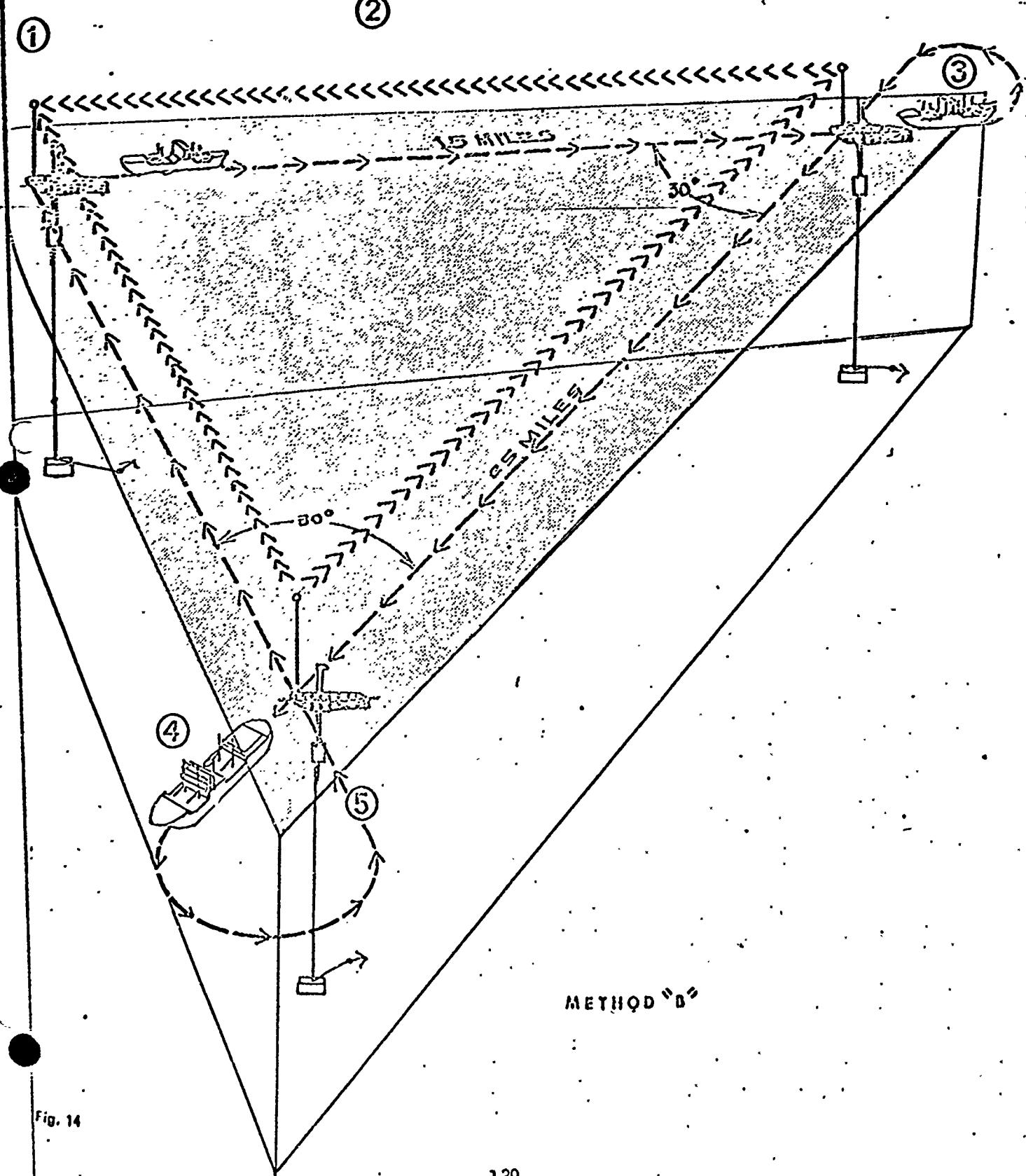


Fig. 14

APPENDIX VII

Reduced Theodolite Readings
In
Universal Transverse Mercator Grid Coordinates
(Zone 19, False Northing, False Easting, Time)

26 Aug. 1968

Clark & 1866

| pl s | UTM Grid Zone | Police Beat No | Block No | TIME |
|-------------------------|--------------------------|----------------|------------|----------------|
| 0430657655 0705134758 s | 43 6 57.655 70 51 34.758 | .19 | 4775161.58 | 348702.01 1000 |
| 0430657652 0705134757 s | 43 6 57.652 70 51 34.757 | .19 | 4775161.48 | 348702.03 1005 |
| 0430657651 0705134754 s | 43 6 57.651 70 51 34.754 | .19 | 4775161.45 | 348702.10 1010 |
| 0430657647 0705134751 s | 43 6 57.647 70 51 34.751 | .19 | 4775161.33 | 348702.16 1015 |
| 0430657645 0705134751 s | 43 6 57.645 70 51 34.751 | .19 | 4775161.27 | 348702.16 1020 |
| 0430657641 0705134749 s | 43 6 57.641 70 51 34.749 | .19 | 4775161.14 | 348702.20 1025 |
| 0430657636 0705134740 s | 43 6 57.636 70 51 34.740 | .19 | 4775160.98 | 348702.40 1030 |
| 0430657631 0705134722 s | 43 6 57.631 70 51 34.722 | .19 | 4775160.82 | 348702.80 1035 |
| 0430657631 0705134712 s | 43 6 57.631 70 51 34.712 | .19 | 4775160.81 | 348703.03 1040 |
| 0430657622 0705134688 s | 43 6 57.622 70 51 34.688 | .19 | 4775160.52 | 348703.57 1045 |
| 0430657618 0705134683 s | 43 6 57.618 70 51 34.683 | .19 | 4775160.40 | 348703.68 1050 |
| 0430657614 0705134706 s | 43 6 57.624 70 51 34.706 | .19 | 4775160.60 | 348703.16 1055 |
| 0430657615 0705134702 s | 43 6 57.615 70 51 34.702 | .19 | 4775160.32 | 348703.25 1100 |
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| 0430657619 0705134693 s | 43 6 57.619 70 51 34.693 | .19 | 4775160.43 | 348703.45 1110 |
| 0430657618 0705134697 s | 43 6 57.618 70 51 34.697 | .19 | 4775160.41 | 348703.36 1115 |
| 0430657616 0705134690 s | 43 6 57.616 70 51 34.690 | .19 | 4775160.34 | 348703.52 1120 |
| 0430657612 0705134685 s | 43 6 57.612 70 51 34.685 | .19 | 4775160.21 | 348703.63 1125 |
| 0430657610 0705134670 s | 43 6 57.610 70 51 34.670 | .19 | 4775160.15 | 348703.67 1130 |

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| 43 6 57.607 | 70 51 34.634 | .19 | 4775160.06 | 348703.65 | 1155 |
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| 43 6 57.614 | 70 51 34.722 | .19 | 4775160.29 | 348702.79 | 1305 |
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| 0430657618 | 0705134736 | .19 | 4775160.43 | 348702.43 | 1320 |
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| 43 6 57.640 | 70 51 34.749 | s | .19 | 4775161.11 | 348702.20 | 1335 |
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| 43 6 57.640 | 70 51 34.750 | s | .19 | 4775161.11 | 348702.27 | 1345 |
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| 43 6 57.637 | 70 51 34.751 | s | .19 | 4775161.33 | 348702.05 | 1355 |
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| 0430657646 | 0705134746 | s | .19 | 4775161.42 | 348702.14 | 1440 |
| 43 6 57.646 | 70 51 34.746 | s | .19 | 4775160.96 | 348701.99 | 1445 |
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| 43 6 57.643 | 70 51 34.745 | s | .19 | 4775161.04 | 348702.63 | 1455 |
| 0430657650 | 0705134752 | s | .19 | 4775161.23 | 348702.45 | 1500 |
| 43 6 57.650 | 70 51 34.752 | s | .19 | 4775161.75 | 348702.40 | 1505 |
| 0430657635 | 0705134753 | s | .19 | 4775161.71 | 348702.94 | |
| 43 6 57.635 | 70 51 34.753 | s | | | | |
| 0430657615 | 0705134785 | s | | | | |
| 43 6 57.615 | 70 51 34.785 | s | | | | |
| 0430657638 | 0705134730 | s | | | | |
| 43 6 57.638 | 70 51 34.730 | s | | | | |
| 0430657644 | 0705134738 | s | | | | |
| 43 6 57.644 | 70 51 34.738 | s | | | | |
| 0430657661 | 0705134741 | s | | | | |
| 43 6 57.661 | 70 51 34.741 | s | | | | |
| 0430657660 | 0705134717 | s | | | | |
| 43 6 57.660 | 70 51 34.717 | s | | | | |

| 0430657652 0705134751 s | 43 6 57.652 70 51 34.751 | .19 | 4775161.43 | 348702.16 | 1533 |
|-------------------------|--------------------------|-----|------------|-----------|------|
| 0430657654 0705134751 s | 43 6 57.654 70 51 34.751 | .19 | 4775161.54 | 348702.39 | 1530 |
| 0430657661 0705134754 s | 43 6 57.661 70 51 34.754 | .19 | 4775161.76 | 348702.10 | 1535 |
| 0430657662 0705134739 s | 43 6 57.662 70 51 34.739 | .19 | 4775161.73 | 348702.14 | 1540 |
| 0430657658 0705134752 s | 43 6 57.658 70 51 34.752 | .19 | 4775161.67 | 348702.15 | 1545 |
| 0430657655 0705134742 s | 43 6 57.655 70 51 34.742 | .19 | 4775161.57 | 348702.37 | 1550 |
| 0430657662 0705134752 s | 43 6 57.662 70 51 34.752 | .19 | 4775161.79 | 348702.15 | 1555 |
| 0430657661 0705134740 s | 43 6 57.661 70 51 34.740 | .19 | 4775161.75 | 348702.42 | 1600 |
| 0430657672 0705134729 s | 43 6 57.672 70 51 34.729 | .19 | 4775162.09 | 348702.67 | 1635 |
| 0430657673 0705134759 s | 43 6 57.673 70 51 34.759 | .19 | 4775162.13 | 348702.00 | 1640 |
| 0430657674 0705134743 s | 43 6 57.674 70 51 34.743 | .19 | 4775162.16 | 348702.36 | 1645 |

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p04306576438--0705134734

sc5f1 s

04306576470--07051347533--s

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0430657648 0705134753 s

43 6 57.648 70 51 34.753

.19 4775161.36 348702.12 1420

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| Line No. | North | East | TIME |
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| 0430657644 0705134736 s 43 6 57.644 70 51 34.736 | .19 4775161.23 | 348702.50 | 1055 |
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| 0430657641 0705134729 s 43 6 57.641 70 51 34.729 | .19 4775161.13 | 348702.65 | 1110 |
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| 0430657632 0705134689 s 43 6 57.632 70 51 34.689 | .19 4775160.83 | 348703.55 | 1120 |
| 0430657620 0705134666 s 43 6 57.620 70 51 34.666 | .19 4775160.45 | 348704.06 | 1125 |
| 0430657619 0705134684 s 43 6 57.619 70 51 34.684 | .19 4775160.43 | 348703.66 | 1130 |
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| 0430657616 0705134663 s 43 6 57.616 70 51 34.663 | .19 4775160.33 | 348704.13 | 1145 |
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| 0430657614 0705134678 s 43 6 57.614 70 51 34.678 | .19 4775160.27 | 348703.79 | 1155 |
| 0430657613 0705134667 s 43 6 57.613 70 51 34.667 | .19 4775160.24 | 348704.04 | 1200 |
| 0430657617 0705134684 s 43 6 57.617 70 51 34.684 | .19 4775160.37 | 348703.65 | 1205 |
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| 0430657616 0705134667 s 43 6 57.616 70 51 34.667 | .19 4775160.33 | 348704.04 | 1220 |
| 0430657614 0705134670 s | 145 | | |

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| 0430657106 | 0705134665 | s | | | | | |
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| 43 6 57.627 | 70 51 34.633 | / | .19 | 4775160.68 | ~ | 348703.68 | |
| 0430657627 | 0705134703 | s | | | | | |
| 43 6 57.627 | 70 51 34.703 | / | .19 | 4775160.69 | ~ | 348703.23 | |
| 0430657619 | 0705134674 | s | | | | | |
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| 0430657621 | 0705134647 | s | | | | | |
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| 0430657617 | 0705134680 | s | | | | | |
| 43 6 57.617 | 70 51 34.680 | / | .19 | 4775160.37 | ~ | 348703.74 | |
| 0430657628 | 0705134746 | s | | | | | |
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| 43 6 57.623 | 70 51 34.725 | / | .19 | 4775160.57 | ~ | 348702.73 | |
| 0430657626 | 0705134728 | s | | | | | |
| 43 6 57.626 | 70 51 34.728 | / | .19 | 4775160.67 | ~ | 348702.67 | |
| 0430657622 | 0705134699 | s | | | | | |
| 43 6 57.622 | 70 51 34.699 | / | .19 | 4775160.53 | ~ | 348703.32 | |
| 0430657626 | 0705134721 | s | | | | | |
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| 0430657632 | 0705134733 | s | | | | | |
| 43 6 57.632 | 70 51 34.733 | / | .19 | 4775160.86 | ~ | 348702.56 | |
| 0430657643 | 0705134755 | s | | | | | |
| 43 6 57.643 | 70 51 34.755 | / | .19 | 4775161.21 | ~ | 348702.07 | |
| 0430657628 | 0705134731 | s | | | | | |
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| 0430657622 | 0705134749 | s | | | | | |
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| 0430657642 | 0705134753 | s | | | | |
| 43 6 57.642 | 70 51 34.753 | | .19 | 4775161.17 | 348702.11 | 1415 |
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| 43 6 57.647 | 70 51 34.765 | | .19 | 4775161.33 | 348701.84 | 1430 |
| 0430657636 | 0705134772 | s | | | | |
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| 0430657648 | 0705134755 | s | | | | |
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| 43 6 57.642 | 70 51 34.762 | | .19 | 4775161.18 | 348701.91 | 1505 |
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| 43 6 57.647 | 70 51 34.761 | | .19 | 4775161.33 | 348701.93 | 1515 |
| 0430657651 | 0705134770 | s | | | | |
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| 0430657652 | 0705134768 | s | | | | |
| 43 6 57.652 | 70 51 34.768 | | .19 | 4775161.49 | 348701.78 | 1535 |
| 0430657642 | 0705134768 | s | | | | |
| 43 6 57.642 | 70 51 34.768 | | .19 | 4775161.18 | 348701.77 | 1540 |
| 0430657647 | 0705134760 | s | | | | |
| 43 6 57.647 | 70 51 34.760 | | .19 | 4775161.33 | 348701.96 | 1545 |
| 0430657651 | 0705134744 | s | | | | |
| 43 6 57.651 | 70 51 34.744 | 147 | .19 | 4775161.45 | 348702.32 | 1550 |

| 0430557654 | 0705134769 | .19 | 4775161.55 | 348701.76 | 1600 |
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| 0430557656 | 0705134774 | .19 | 4775161.62 | 348701.65 | 1615 |
| 43 6 57.656 | 70 51 34.774 | | | | |
| 0430557656 | 0705134775 | .19 | 4775161.62 | 348701.65 | 1620 |
| 43 6 57.656 | 70 51 34.774 | | | | |
| 0430557655 | 0705134774 | .19 | 4775161.59 | 348701.65 | 1625 |
| 43 6 57.655 | 70 51 34.774 | | | | |
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| 43 6 57.654 | 70 51 34.772 | | | | |
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| 43 6 57.653 | 70 51 34.769 | | | | |

computed 10/23/68

T.W.L.

✓ TJV 10/24/68

6 Sept. 68

circle 1266

| | | | TIME |
|--------------|-------------|---|----------------------------------|
| 0425757055 | 0703702421 | s | |
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| 0425757022 | 0703702355 | s | |
| 42 57 57.022 | 70 37 2.355 | | .19 4758075.41 368096.85 1505 |
| 0425757046 | 0703702338 | s | |
| 42 57 57.046 | 70 37 2.338 | | .19 4758076.14 368097.25 1510 |
| 0425757024 | 0703702364 | s | |
| 42 57 57.024 | 70 37 2.364 | | .19 4758075.48 368096.64 1515 |
| 0425757022 | 0703702344 | s | |
| 42 57 57.022 | 70 37 2.344 | | .19 4758075.41 368097.10 1520:30 |
| 0425757025 | 0703702318 | s | |
| 42 57 57.025 | 70 37 2.318 | | .19 4758075.49 368097.69 1525 |
| 0425757032 | 0703702365 | s | |
| 42 57 57.032 | 70 37 2.365 | | .19 4758075.72 368096.63 1530 |
| 0425757049 | 0703702368 | s | |
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| 0425757044 | 0703702352 | s | |
| 42 57 57.044 | 70 37 2.352 | | .19 4758076.09 368096.93 1540 |
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| 42 57 57.053 | 70 37 2.376 | | .19 4758076.38 368096.39 1545 |
| 0425757046 | 0703702373 | s | |
| 42 57 57.046 | 70 37 2.373 | | .19 4758076.16 368096.45 1550 |

computer 10/18/68 T.M.

✓ DV 10/21/68.

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| 0425756996 | 0703702320 s | |
| 42 57 56.996 | 70 37 2.380 | .19 4758074.62 368096.27 1530 |
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| 42 57 57.003 | 70 37 2.370 | .19 4758074.83 368096.50 1535 |
| 0425757013 | 0703702368 s | |
| 42 57 57.013 | 70 37 2.368 | .19 4758075.14 368096.55 1536 |
| 0425757013 | 0703702363 s | |
| 42 57 57.013 | 70 37 2.363 | .19 4758075.14 368096.66 1535 |
| 0425757009 | 0703702375 s | |
| 42 57 57.009 | 70 37 2.375 | .19 4758075.02 368096.39 1540 |
| 0425757009 | 0703702394 s | |
| 42 57 57.009 | 70 37 2.394 | .19 4758075.03 368095.96 1545 |
| 0425757005 | 0703702360 s | |
| 42 57 57.005 | 70 37 2.360 | .19 4758074.89 368096.72 1550 |
| 0425757001 | 0703702353 s | |
| 42 57 57.001 | 70 37 2.353 | .19 4758074.76 368096.88 1555 |
| 0425757003 | 0703702378 s | |
| 42 57 57.003 | 70 37 2.378 | .19 4758074.83 368096.31 1600 |
| 0425757010 | 0703702352 s | |
| 42 57 57.010 | 70 37 2.352 | .19 4758075.04 368096.91 1605 |
| 0425757006 | 0703702370 s | |
| 42 57 57.006 | 70 37 2.370 | .19 4758074.92 368096.50 1610 |
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| 42 57 57.011 | 70 37 2.377 | .05 4759560.78 694324.86 |
| 0425757011 | 0703702377 s | |
| 42 57 57.011 | 70 37 2.377 | .19 4758075.08 368096.34 1615 |
| 0425757018 | 0703702392 s | |
| 42 57 57.018 | 70 37 2.392 | .19 4758075.30 368096.01 1620 |
| 0425757004 | 0703702373 s | |
| 42 57 57.004 | 70 37 2.373 | .19 4758074.86 368096.43 1625 |
| 0425757002 | 0703702364 s | |
| 42 57 57.002 | 70 37 2.364 | .19 4758074.80 368096.63 1630 |
| 0425757008 | 0703702346 s | |
| 42 57 57.008 | 70 37 2.346 | .19 4758074.97 368097.04 1640 |
| 0425757001 | 0703702352 s | |
| 42 57 57.001 | 70 37 2.352 | .19 4758074.76 368096.90 1645 |
| 0425756991 | 0703702340 s | |
| 42 57 56.991 | 70 37 2.340 | .19 4758074.45 368097.17 1650 |
| 0425756994 | 0703702337 s | |
| 42 57 56.994 | 70 37 2.337 | .19 4758074.54 368097.24 1655 |

| | | | | | | |
|--------------|-------------|---|-----|------------|-----------|------|
| 0325757005 | 0703702319 | s | | | | |
| 42 57 57.005 | 70 37 2.319 | | .19 | 4758074.87 | 368097.65 | 12.5 |
| 0325757001 | 0703702303 | s | | | | |
| 42 57 57.001 | 70 37 2.308 | | .19 | 4758074.74 | 368097.90 | 12.2 |
| 0325757005 | 0703702351 | s | | | | |
| 42 57 57.005 | 70 37 2.351 | | .19 | 4758074.88 | 368096.93 | 12.5 |

8 Sept

amputated 10/21/68 R.W.C.
UTD 10/21/68

G.P. → 0.7.17.

9, Sept. '68 (76)

Clav. 1866

TIME

| | | | | | | | |
|------------|------------|--------------|-------------|---------|------------|-----------|------|
| 0425756985 | 0703702353 | 42 57 56.985 | 70 37 2.358 | .19 | 4758074.27 | 368096.76 | 1440 |
| 0425756969 | 0703702341 | 42 57 56.969 | 70 37 2.341 | .19 | 4758073.77 | 368097.13 | 1445 |
| 0425756981 | 0703702360 | 42 57 56.981 | 70 37 2.360 | .19 | 4758074.15 | 368096.71 | 1450 |
| 0425756970 | 0703702378 | 42 57 56.970 | 70 37 2.378 | .19 | 4758073.82 | 368096.30 | 1455 |
| 0425756969 | 0703702373 | 42 57 56.969 | 70 37 2.373 | .19 | 4758073.78 | 368096.41 | 1500 |
| 0425756976 | 0703702371 | 42 57 56.976 | 70 37 2.371 | .19 | 4758074.00 | 368096.46 | 1505 |
| 0425756964 | 0703702362 | 42 57 56.964 | 70 37 2.362 | .19 | 4758073.62 | 368096.65 | 1510 |
| 0425756965 | 0703702396 | 42 57 56.965 | 70 37 2.396 | .19 | 4758073.67 | 368095.88 | 1515 |
| 0425756954 | 0703702372 | 42 57 56.954 | 70 37 2.372 | .19 | 4758073.32 | 368096.42 | 1520 |
| 0425756964 | 0703702387 | 42 57 56.964 | 70 37 2.387 | .19 | 4758073.64 | 368096.09 | 1530 |
| 0425756965 | 0703702352 | 42 57 56.965 | 70 37 2.352 | .19 | 4758073.65 | 368096.88 | 1535 |
| 0425756955 | 0703702365 | 42 57 56.955 | 70 37 2.365 | .19 | 4758073.35 | 368096.58 | 1540 |
| 0425756957 | 0703702362 | 42 57 56.957 | 70 37 2.362 | .19 | 4758073.41 | 368096.65 | 1545 |
| 0425756945 | 0703702371 | 42 57 56.945 | 70 37 2.371 | .19 | 4758073.04 | 368096.44 | 1550 |
| 0425756966 | 0703702358 | 42 57 56.966 | 70 37 2.355 | .19 | 4758073.68 | 368096.81 | 1555 |
| 0425756975 | 0703702358 | 42 57 56.975 | 70 37 2.358 | .19 | 4758073.96 | 368096.75 | 1600 |
| 0425756964 | 0703702369 | 42 57 56.964 | 70 37 2.369 | .19 | 4758073.63 | 368096.50 | 1605 |
| 0425756955 | 0703702365 | 42 57 56.955 | 70 37 2.365 | 153 .19 | 4758073.35 | 368096.58 | 1615 |

0425756974 0703702366

| | | | | | | | | |
|------------|------------|---|--------------|-------------|----|------------|-----------|------|
| 0425756934 | 0703702364 | s | 42 57 56.934 | 70 37 2.364 | 19 | 4758072.70 | 368096.59 | 1645 |
| 0425756945 | 0703702357 | s | 42 57 56.945 | 70 37 2.357 | 19 | 4758073.04 | 368096.76 | 1640 |
| 0425756938 | 0703702388 | s | 42 57 56.938 | 70 37 2.388 | 19 | 4758072.83 | 368096.05 | 1646 |
| 0425756953 | 0703702383 | s | 42 57 56.953 | 70 37 2.383 | 19 | 4758073.45 | 368096.06 | 1645 |
| 0425756955 | 0703702377 | s | 42 57 56.955 | 70 37 2.377 | 19 | 4758073.35 | 368096.31 | 1650 |

9 Sept.

Computer 10/21/68 T.W.C.
VTJV 10/21/68

CL. I. 1866 7516
 0425756955 0703702358 ^s .19 4758074.27 368096.76 1440
 42 57 56.985 70 37 2.358 /

 0425756969 0703702341 ^s .19 4758073.77 368097.13 1445
 42 57 56.969 / 70 37 2.341 /

 0425756981 0703702360 ^s .19 4758074.15 368096.71 1450
 42 57 56.981 / 70 37 2.360 /

 0425756970 0703702378 ^s .19 4758073.82 368096.30 1455
 42 57 56.970 / 70 37 2.378 /

 0425756969 0703702373 ^s .19 4758073.78 368096.41 1500
 42 57 56.969 / 70 37 2.373 /

 0425756976 0703702371 ^s .19 4758074.00 368096.46 1505
 42 57 56.976 / 70 37 2.371 /

 0425756964 0703702352 ^s .19 4758073.62 368096.65 1510
 42 57 56.964 / 70 37 2.362 /

 0425756965 0703702396 ^s .19 4758073.67 368095.28 1515
 42 57 56.965 / 70 37 2.396 /

 0425756954 0703702372 ^s .19 4758073.32 368096.42 1520
 42 57 56.954 / 70 37 2.372 /

 0425756964 0703702387 ^s .19 4758073.64 368096.09 1530
 42 57 56.964 / 70 37 2.387 /

 0425756965 0703702352 ^s .19 4758073.65 368096.88 1535
 42 57 56.965 / 70 37 2.352 /

 0425756955 0703702365 ^s .19 4758073.35 368096.58 1540
 42 57 56.955 / 70 37 2.365 /

 0425756957 0703702362 ^s .19 4758073.41 368096.65 1545
 42 57 56.957 / 70 37 2.362 /

 0425756945 0703702371 ^s .19 4758073.04 368096.44 1550
 42 57 56.945 / 70 37 2.371 /

 0425756966 0703702358 ^s .19 4758073.68 368096.81 1555
 42 57 56.966 / 70 37 2.355 /

 0425756975 0703702358 ^s .19 4758073.96 368096.75 1600
 42 57 56.975 / 70 37 2.358 /

 0425756964 0703702369 ^s .19 4758073.63 368096.50 1605
 42 57 56.964 / 70 37 2.369 /

 0425756955 0703702365 ^s .19 4758073.35 368096.58 1615
 42 57 56.955 / 70 37 2.365 /

 0425756944 0703702366 ^s .19 4758073.01 368096.55 1620
 42 57 56.944 / 70 37 2.366 /

G.P. → 0.1.M.

9 Sept. '68 (9L)

Clarke 1266

| | | | TIME | |
|----------------|---------------|---|------------|-----------|
| 0425756942 | 0703702357 | s | 4758072.94 | 368096.75 |
| 42 57 56.942 ✓ | 70 37 2.357 ✓ | | | 1655 |
| 0425756930 | 0703702372 | s | 4758072.58 | 368096.41 |
| 42 57 56.930 ✓ | 70 37 2.372 ✓ | | | 1700 |
| 0425756950 | 0703702384 | s | 4758073.20 | 368096.15 |
| 42 57 56.950 ✓ | 70 37 2.384 ✓ | | | 1705 |

confirmed 10/18/68 T.W.L.

✓ DV 10/21/68

Clock 1200

| TIME |
|---|
| 025757093 0703702405 s 42 57 57.003 70 37 2.405 .19 4758074.85 368095.70 1427 |
| 025757091 0703702403 s 42 57 57.001 70 37 2.403 .19 4758074.79 368095.63 1430 |
| 025756992 0703702377 s 42 57 56.992 70 37 2.377 .19 4758074.49 368096.33 1435 |
| 025756996 0703702424 s 42 57 56.996 70 37 2.424 .19 4758074.64 368095.27 1440 |
| 025757013 0703702419 s 42 57 57.013 70 37 2.419 .19 4758075.16 368095.39 1445 |
| 025756990 0703702393 s 42 57 56.990 70 37 2.398 .19 4758074.44 368095.85 1450 |
| 025756999 0703702414 s 42 57 56.999 70 37 2.414 .19 4758074.73 368095.50 1455 |
| 025756995 0703702410 s 42 57 56.995 70 37 2.410 .19 4758074.60 368095.59 1500 |
| 025747393 0703724247 s 42 57 47.893 70 37 24.247 .19 4757903.37 367595.44 1505 |
| 025756995 0703702382 s 42 57 56.995 70 37 2.382 .19 4758074.59 368096.22 1510 |
| 025757003 0703702397 s 42 57 57.003 70 37 2.397 .19 4758074.84 368095.88 1515 |
| 025756999 0703702432 s 42 57 56.999 70 37 2.432 .19 4758074.73 368095.09 1520 |
| 025757009 0703702407 s 42 57 57.009 70 37 2.407 .19 4758075.03 368095.66 1525 |
| 025756983 0703702376 s 42 57 56.983 70 37 2.376 .19 4758074.37 368096.35 1530 |
| 025756999 0703702383 s 42 57 56.999 70 37 2.383 .19 4758074.71 368096.20 1535 |
| 025756992 0703702412 s 42 57 56.992 70 37 2.412 .19 4758074.51 368095.54 1540 |
| 025756995 0703702390 s 42 57 56.995 70 37 2.390 .19 4758074.59 368096.04 1550 |
| 025757000 0703702375 s 42 57 57.000 70 37 2.375 .19 4758074.74 368096.33 1555 |
| 025757008 0703702369 s 42 57 57.008 70 37 2.369 .19 4758074.99 368096.07 1600 (1602) |

10 Sept

Clarke 1846
sc5fl s

FWD G.P.

42580470000 White → Buoys

4258047000 07037228000 /29703349400 000005196650 s
42 58 4.700 70 37 22.800 297 8 34.940 519.6650
42 57 57.0168 70 37 2.3956 117 8 48.8472 x dir to white

C.P. → O.T.M.

Clarke 1846

pl s

025757017 0703702396 s

42 57 57.017 70 37 2.396

| | Position of Buoys | TIME |
|-----|-------------------|-----------|
| .19 | 4758075.27 | 368095.92 |
| | | 1505 |

confidential 10/22/68

T.W.C.

| | | | | | | | |
|--------------|-------------|---|-----|------------|-----------|------|--|
| 0425756933 | 0703702383 | s | | | | | |
| 42 57 56.988 | 70 37 2.383 | | .19 | 4758074.37 | 368096.19 | 1610 | |
| 0425756991 | 0703702368 | s | | | | | |
| 42 57 56.991 | 70 37 2.368 | | .19 | 4758074.46 | 368096.53 | 1615 | |
| 0425756993 | 0703702370 | s | | | | | |
| 42 57 56.993 | 70 37 2.370 | | .19 | 4758074.52 | 368096.49 | 1620 | |
| 0425756994 | 0703702389 | s | | | | | |
| 42 57 56.994 | 70 37 2.389 | | .19 | 4758074.56 | 368096.06 | 1630 | |
| 0425756989 | 0703702383 | s | | | | | |
| 42 57 56.989 | 70 37 2.383 | | .19 | 4758074.40 | 368096.19 | 1635 | |

10 Sept

completed 10/18/68 T.W.C.
UTJV 10/22/68

12 Sept. '68 (114)

P¹ s Clarke 1228

| | | | | | | |
|--------------|------------|-------|-----|------------|-----------|------------|
| 0425757060 | 0703702168 | s | | | | |
| 42 57 57.060 | 70 37 | 2.168 | .19 | 4758076.50 | 368101.11 | 1120 |
| 0425757042 | 0703702122 | s | | | | |
| 42 57 57.042 | 70 37 | 2.122 | .19 | 4758075.93 | 368102.14 | 1125 |
| 0425757052 | 0703702117 | s | | | | |
| 42 57 57.052 | 70 37 | 2.117 | .19 | 4758076.23 | 368102.26 | 1130 |
| 0425757039 | 0703702185 | s | | | | |
| 42 57 57.039 | 70 37 | 2.185 | .19 | 4758075.86 | 368100.71 | 1135 |
| 0425757003 | 0703702135 | s | | | | |
| 42 57 57.005 | 70 37 | 2.135 | .19 | 4758074.79 | 368101.82 | 1140 |
| 0425757022 | 0703702106 | s | | | | |
| 42 57 57.022 | 70 37 | 2.106 | .19 | 4758075.30 | 368102.49 | 1145 |
| 0425757013 | 0703702118 | s | | | | |
| 42 57 57.013 | 70 37 | 2.118 | .19 | 4758075.03 | 368102.21 | 1150 |
| 0425757010 | 0703702121 | s | | | | |
| 42 57 57.010 | 70 37 | 2.121 | .19 | 4758074.94 | 368102.14 | 1155 |
| 0425757064 | 0703702081 | s | | | | |
| 42 57 56.964 | 70 37 | 2.081 | .19 | 4758073.50 | 368103.02 | 1200 |
| 0425756972 | 0703702156 | s | | | | |
| 42 57 56.972 | 70 37 | 2.156 | .19 | 4758073.78 | 368101.33 | 1205 (114) |
| 0425757009 | 0703702072 | s | | | | |
| 42 57 57.009 | 70 37 | 2.072 | .19 | 4758074.89 | 368103.25 | 1215 |
| 0425756946 | 0703702098 | s | | | | |
| 42 57 56.946 | 70 37 | 2.098 | .19 | 4758072.95 | 368102.62 | 1220 |
| 0425756996 | 0703702118 | s | | | | |
| 42 57 56.996 | 70 37 | 2.118 | .19 | 4758074.51 | 368102.20 | 1225 |
| 0425756972 | 0703702138 | s | | | | |
| 42 57 56.972 | 70 37 | 2.138 | .19 | 4758073.77 | 368101.73 | 1230 |
| 0425756986 | 0703702121 | s | | | | |
| 42 57 56.986 | 70 37 | 2.121 | .19 | 4758074.20 | 368102.13 | 1235 |
| 0425757004 | 0703702176 | s | | | | |
| 42 57 57.004 | 70 37 | 2.176 | .19 | 4758074.73 | 368100.89 | 1240 |
| 0425756922 | 0703702053 | s | | | | |
| 42 57 56.922 | 70 37 | 2.053 | .19 | 4758072.19 | 368103.63 | 1245 |

C.P.

to

0.1 M.

12 Sept. 66 (100)

Clarke 1866

TIME

| | | | | | | |
|---------------|-------------|---|-----|------------|-----------|------|
| PL 0425756767 | 0703702038 | s | | | | |
| 42 57 56.767 | 70 37 2.093 | | .19 | 4758067.43 | 368102.52 | 1415 |
| 0425756751 | 0703702073 | s | | | | |
| 42 57 56.751 | 70 37 2.073 | | .19 | 4758066.93 | 368103.08 | 1420 |
| 0425756772 | 0703702086 | s | | | | |
| 42 57 56.772 | 70 37 2.086 | | .19 | 4758067.58 | 368102.79 | 1425 |
| 0425756768 | 0703702035 | s | | | | |
| 42 57 56.768 | 70 37 2.035 | | .19 | 4758067.44 | 368103.95 | 1430 |
| 0425756780 | 0703702062 | s | | | | |
| 42 57 56.780 | 70 37 2.062 | | .19 | 4758067.82 | 368103.34 | 1435 |
| 0425756759 | 0703702026 | s | | | | |
| 42 57 56.759 | 70 37 2.026 | | .19 | 4758067.15 | 368104.14 | 1440 |
| 0425756766 | 0703702061 | s | | | | |
| 42 57 56.766 | 70 37 2.061 | | .19 | 4758067.39 | 368103.36 | 1445 |
| 0425756785 | 0703702111 | s | | | | |
| 42 57 56.785 | 70 37 2.111 | | .19 | 4758067.99 | 368102.23 | 1500 |
| 0425756753 | 0703702002 | s | | | | |
| 42 57 56.753 | 70 37 2.002 | | .19 | 4758066.96 | 368104.68 | 1505 |
| 0425756765 | 0703702061 | s | | | | |
| 42 57 56.765 | 70 37 2.061 | | .19 | 4758067.35 | 368103.36 | 1510 |
| 0425756741 | 0703701936 | s | | | | |
| 42 57 56.741 | 70 37 1.936 | | .19 | 4758066.56 | 368106.17 | 1515 |
| 0425756765 | 0703701953 | s | | | | |
| 42 57 56.765 | 70 37 1.953 | | .19 | 4758067.31 | 368105.80 | 1520 |
| 0425756742 | 0703701926 | s | | | | |
| 42 57 56.742 | 70 37 1.926 | | .19 | 4758066.59 | 368106.40 | 1525 |
| 0425756770 | 0703701865 | s | | | | |
| 42 57 56.770 | 70 37 1.865 | | .19 | 4758067.42 | 368107.80 | 1530 |
| 0425756762 | 0703701917 | s | | | | |
| 42 57 56.762 | 70 37 1.917 | | .19 | 4758067.20 | 368106.62 | 1535 |
| 0425756726 | 0703701925 | s | | | | |
| 42 57 56.726 | 70 37 1.925 | | .19 | 4758066.09 | 368106.41 | 1545 |
| 0425756678 | 0703701854 | s | | | | |
| 42 57 56.678 | 70 37 1.854 | | .19 | 4758064.58 | 368107.99 | 1550 |
| 0425756693 | 0703701859 | s | | | | |
| 42 57 56.693 | 70 37 1.859 | | .19 | 4758065.05 | 368107.89 | 1555 |
| 0425756694 | 0703701874 | s | 161 | | | |
| 42 57 56.694 | 70 37 1.874 | | .19 | 4758065.08 | 368107.55 | 1600 |

| | | | | | | | |
|--------------|------------|-------|-----|------------|-----------|------------|--|
| 0425756761 | 0703702050 | s | | | | | |
| 42 57 56.761 | 70 37 | 2.050 | .19 | 4758067.23 | 368103.60 | 1610 | |
| 0425756778 | 0703702028 | s | | | | | |
| 42 57 56.778 | 70 37 | 2.028 | .19 | 4758067.74 | 368104.11 | 1615 | |
| 0425756681 | 0703701992 | s | | | | | |
| 42 57 56.681 | 70 37 | 1.992 | .19 | 4758064.73 | 368104.87 | 1620(1622) | |
| 0425756715 | 0703702011 | s | | | | | |
| 42 57 56.715 | 70 37 | 2.011 | .19 | 4758065.79 | 368104.46 | 1625 | |
| 0425756709 | 0703702003 | s | | | | | |
| 42 57 56.709 | 70 37 | 2.003 | .19 | 4758065.60 | 368104.64 | 1630 | |
| 0425756690 | 0703702007 | s | | | | | |
| 42 57 56.690 | 70 37 | 2.007 | .19 | 4758065.02 | 368104.53 | 1635 | |
| 0425756672 | 0703701991 | s | | | | | |
| 42 57 56.672 | 70 37 | 1.991 | .19 | 4758064.46 | 368104.89 | 1640 | |
| 0425756674 | 0703701955 | s | | | | | |
| 42 57 56.674 | 70 37 | 1.955 | .19 | 4758064.50 | 368105.70 | 1645 | |
| 0425756623 | 0703701951 | s | | | | | |
| 42 57 56.623 | 70 37 | 1.951 | .19 | 4758062.93 | 368105.76 | 1650 | |
| 0425756660 | 0703701968 | s | | | | | |
| 42 57 56.660 | 70 37 | 1.968 | .19 | 4758064.08 | 368105.40 | 1655 | |
| 0425756662 | 0703701964 | s | | | | | |
| 42 57 56.662 | 70 37 | 1.964 | .19 | 4758064.14 | 368105.49 | 1700 | |

12 Sept

Completed 10/21/68
T.W.L.

UDV 10/22/68

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